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Montreal

and Vicinity

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A Winter's Night View of Montreal.

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MONTREAL

AND VICINITY

Map p. 20.

BEING A HISTORY OF THE OLD TOWN,
A PICTORIAL RECORD OF THE MODERN
CITY, ITS SPORTS AND PASTIMES, AND
AN ILLUSTRATED DESCRIPTION OF MANY
CHARMING SUMMER RESORTS AROUND

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BY

N. M. HINSHELWOOD

Author of "Amidst the Laurentians"

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THE AUTHOR'S OWN PHOTOGRAPHS

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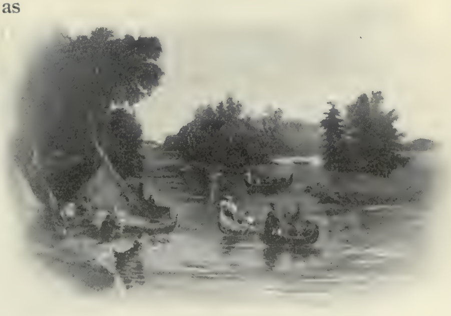
CHAPTER I.

MONTREAL UNDER FRENCH RULE

PRIOR to the year 1535 the history of Montreal is but largely conjecture. The chief cause of its first settlement was, no doubt, the wonderful fertility of the island, together with its position as regards the waterways of the country; to the east being a broad, safe river leading to the great gulf; while to the west, there was spread out like a fan thousands of miles of more or less navigable water-courses that permitted the canoes of the Indians to penetrate into the interior in all directions.

The discovery of Newfoundland by Cabot, in 1497, was the first of a series of explorations that finally brought Jacques Cartier up the St. Lawrence. A native of St. Malo, he had been for some time engaged in the cod fisheries of Newfoundland, and had taken the lead in exploring the coasts of the then mysterious continent of the western hemisphere. Having received a commission from Francis I, of France, in 1534, he sailed up the St. Lawrence as far as Gaspé, but returned to France the same year. The following year, however, a better equipped expedition took him to Quebec, then called Stadacona, where he left his ships and proceeded up the river in smaller boats, and arrived off Hochelaga (as Montreal was then called) on the 3rd October, 1535.



Early Indian Life.

The reports that he had heard at Quebec of a large In-

Monument to Jacques Cartier in Saint-Henri.

dian town up the river Cartier now found to be true. The village lay on a plateau, well back from the river, and was encompassed by three separate rows of palisades, one within the other. There was but one single entrance, and that was well guarded with pikes and stakes. Inside this defence were about fifty cabins or lodges, constructed in the form of a tunnel, each being fifty feet long and fifteen feet broad. These were built of wood, covered with bark, and contained several chambers. For further defence a gallery was erected above the doors and along the outer row of palisades, on which there was stores of stones and pieces of rock ready to hurl down at any attacking parties. The village contained over a thousand people, and Cartier was received with every sign of welcome. It was an incident of this visit that eventually gave Montreal its name. Cartier was conducted by his Indian hosts to the top of the mountain that rose up behind the village, and so impressed was he by the magnificent view that he named the height Mont Royal. This, with a slight corruption, gives us the Montreal of to-day.

Five years later Jacques Cartier again visited the locality, leaving his fort at Quebec for the purpose of gathering information of the country above the rapids at Lachine. Nothing much is to be learned from this visit, however, and afterwards, for nearly one hundred years—a blank. It is easy to imagine an incursion of the savage Iroquois sweeping down on the Algonquin village, massacring the inhabitants and giving the whole place to the flames ; then, laden with their spoil, returning to their own land, leaving black, silent ruins to mark the site of our present city.

An Early Settler's Clearing.

The next landmark in the early history of Montreal is the visit of Samuel de Champlain in 1611. Champlain, who was a distinguished French naval officer, had been for some time engaged in trading expeditions along the Gulf, where there were several posts around which a prosperous trade in furs was carried on. After founding Quebec

The Landing-place of Maisonneuve.

and fortifying the settlement made there, he started on the expedition up the Richelieu river that led to the great lake now bearing his name. Then, two years later, he determined to found a trading-post on the island of Montreal, where he anticipated establishing a trade with the Indian tribes as they descended from the interior by the Ottawa river.

When he arrived at Montreal there was neither town nor friendly Indian tribe to welcome him, as on the occasion of Cartier's visit; the only evidence of the old settlement being deserted meadow-lands, that showed signs of having been cultivated in years gone by. At that time a small stream flowed into the St. Lawrence at a point near where the Lachine Canal now starts, a branch of which ran along Craig street. It was on the corner of the little peninsula made by this stream and the St. Lawrence that Champlain selected the site for his trading-post, naming it Place Royale. The Custom House now occupies the spot. Champlain relates that, after clearing the land, he utilized the clay, which existed in large quantities around, to build a wall four feet thick and three to four feet high, in order to keep out the water when the ice came down in the spring.

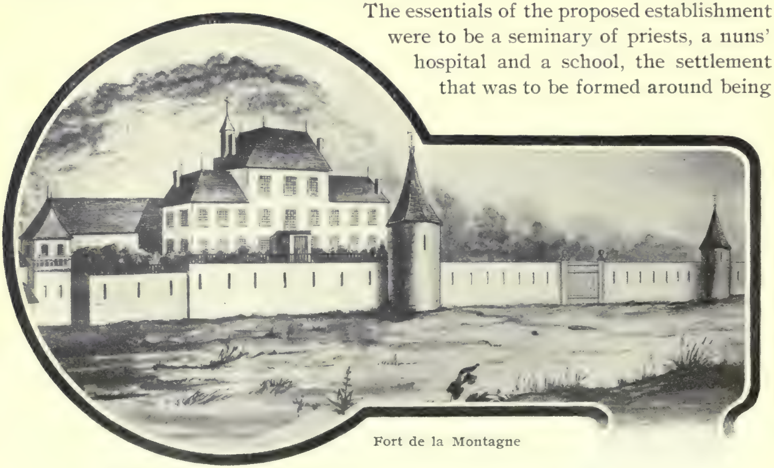
Nearly thirty years after, the Company of Notre Dame of Montreal was formed in France, and a large sum of money contributed in order to establish a religious settlement in place of a mere trading-post. The idea arose simultaneously in the minds of a tax-collector in Anjou, named de la Dauversière, and one Jean Jacques Olier, a young priest, afterwards known as founder of the Seminary of St. Sulpice. The story of how these two men found each other out and together developed the plan is surrounded by the semi-mysterious, semi-miraculous details peculiar to the times. Their plans, however, matured sufficiently to send out to Canada an expedition of some forty men and four women, including amongst them that devout young nun Jeanne Mance, referred to hereafter. The expedition was placed under the command of Paul de Chomedey, Sieur de Maisonneuve, and arrived at Quebec in 1641. Montreal at this time belonged to Lauzon, one of the Company of the Hundred Associates (chartered in 1627 for the colonization of Canada), who had been induced

Seminary of St. Sulpice.

Nunnery of the Congrégation de Notre Dame.

to transfer his title to the new Company, subject to certain conditions anent the fur trade. The little band was received at Quebec with a studious courtesy that barely covered, however, a persistent antagonism on the part of the Jesuits, who had no desire to see the foundation of another order in the country of which they had grown to consider themselves the spiritual guardians. In spite of opposition from both the Church and the Governor, Montmagny, who looked on Maisonneuve as a rival, Maisonneuve and his followers started up the river on May 8th, and on the 18th landed on the triangle of land formed by the junction of the small stream with the St. Lawrence, before described. There after landing stores, baggage and arms, an altar was raised and worship made, concluding with this prophetic address of the Jesuit priest Father Vimont: "You are a grain of mustard-seed that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land."

The essentials of the proposed establishment were to be a seminary of priests, a nuns' hospital and a school, the settlement that was to be formed around being



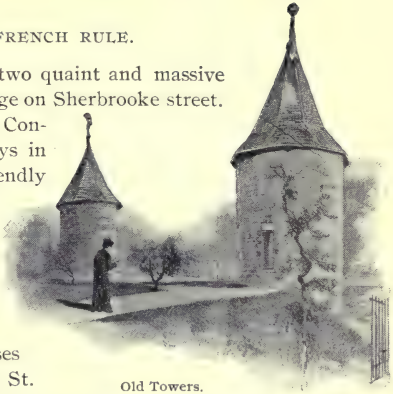
Fort de la Montagne

simply for their defence and maintenance. This was in part accomplished, Marguerite Bourgeois joining the band of pioneers, somewhat later, to found the teaching order of the Congrégation de Notre Dame. A year after the landing, a reinforcement arrived that brought news of the magnificent gift of 42,000 livres from Madame de Bullion (a wealthy French lady), for the erection and maintenance of a hospital. All work on clearing and tilling the land was neglected until this hospital was built, and, although apparently unneeded at the time, it proved more than useful during long years of struggles with the Indians. Jeanne Mance took charge of it, and devoted her life, not only to nursing the sick Frenchmen, but also to nursing and converting the sick Indians.

Old Notre Dame Church on Place d'Armes.

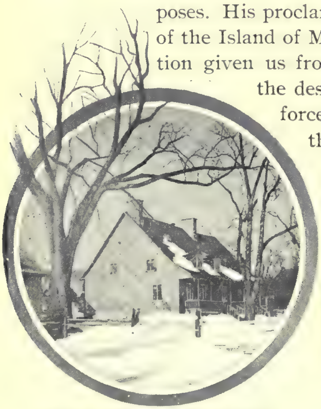
In 1657 the Seminary of St. Sulpice was founded, and six years later became virtual proprietors of the island, the remnant of the Company of Nôtre Dame de Montréal being so reduced in both zeal and purse that they begged the priests of the Seminary to take their charge off their hands. So valuable did this charge become in after years that to-day the Seminary is the wealthiest religious institution on the continent. Their home, erected in 1710, still remains on Place d'Armes Square. The Seminary also owned a fortified Indian mission post built in 1694, which was situated beyond the walls of the town and known as the Fort de la Montagne. Around it was the village of the Indian converts, but all that now remains of this historic place are the two quaint and massive towers in the grounds of the Montreal College on Sherbrooke street. In one of those towers the sisters of the Congrégation de Notre Dame spent their days in teaching the Catholic faith to the more friendly Indians.

About 1660 the colony, which then consisted of one hundred and sixty men, with some women and children, was reinforced by about one hundred more immigrants from France, who found the settlement to consist of some forty small houses parallel to the river (along what is now St. Paul street), a fort and a massive stone windmill. In 1672 the original Notre Dame Church was built, replacing the first temporary parish church (situated a little to the east), and for the better defence of the town against the Indians, a palisade was built in 1685.



Old Towers.

Now come those weary years of warfare, during which the colony had to contend with incessant attacks by the Indians; the savage Iroquois waging a merciless war, with brief intervals of a deceitful peace, granted but to further their own ends in other quarters. At night skulking among the houses, by day lying in ambush outside the walls, they were ever on the lookout to murder or mutilate the settlers, and that ofttimes within sight of the very windows of the town. The loss amongst the French was of such extent that, in 1661, Maisonneuve resolved to form a military fraternity for defensive purposes. His proclamation reads: "We, Paul de Chomedey, governor of the Island of Montreal and lands thereon dependent, on information given us from divers quarters that the Iroquois have formed the design of seizing upon the settlement by surprise and force, have thought it our duty, seeing the island is the property of the Holy Virgin, to invite and exhort those zealous for her service to unite together by squads, each of seven persons, and, after choosing a corporal by plurality of voices, to report themselves to us for enrolment in our gar-



Old Farm Houses, outside the Town Limits, on the Côte des Neiges Road, dating back to 1692.

rison, and, in this capacity, to obey our orders, to the end that the country may be saved." Twenty squads, numbering in all one hundred and forty men, answered this appeal, and were known as "Soldiers of the Holy Family of Jesus, Mary and Joseph." The settlement reached a state of religious exaltation over waging war against the "myrmidons of Satan," as the Indians were regarded, and those who died fighting felt sure of paradise as the reward of their martyrdom. What alone saved the colony from total destruction at this time were the inter-tribal hostilities of the Indians themselves. The Iroquois were ever at war with either the Hurons, Algonquins or the Mohawks, and, with one or two exceptions, were never really resolved on the total destruction of the French. The various settlements, on the other hand, being more or less grouped around three fortified posts—Montreal, Three Rivers and Quebec—invariably united forces; the outlying settlers taking refuge in the towns in times of danger, and thus strengthening the defending force of the points attacked. On one occasion, when the savages had made elaborate plans for a combined effort to sweep down and totally destroy the white population, the bravery of a few devoted Montreal men, under Dollard, saved the country, although at the cost of all their lives.

Arrival of a King's Ship.

Adam Daulac, or Dollard, was a young French officer, aged twenty-five, who had left France to redeem some act of dishonour. Anxious for a noteworthy exploit to do so, he invited some sixteen young men to join him for an attack on the Indians, regardless of their numbers, as they descended the Ottawa; it being known that a large number of the Iroquois had wintered in the forests of the Ottawa valley. These seventeen youths, after receiving the last rites of the Church, embarked, with plenty of arms and ammunition, and slowly made their way up the Ottawa river, past Carillon, until they reached the foot of the Long Sault Rapids. Here a ruined palisade-fort was occupied, and a wait of some days ensued. In the meantime, they were joined by some forty friendly Indians, who, however, deserted later on. The first canoe party that appeared was surprised and killed, this act bringing down the whole body of two hundred Iroquois, mad for revenge. Three times was the rude fort rushed, and three times were the invaders beaten off. Then they sent for the aid of their Mohawk allies, stationed at the mouth of the Richelieu, six hundred in all, whom they had been on their way to join for the purpose of a combined attack on the French settlements. It was at this critical moment that the friendly Indians deserted and the weakness of the defending force became known. But still the defenders fought doggedly on, almost dead from exhaustion and thirst, but still repulsing attack after attack. The end came at last, a concentrated attack bringing the savages hewing and cutting at the palisades. Even then the end might not have been, had not a roughly-manufactured bomb — meant for hurling amongst the foe — exploded inside the fort, killing and wounding many of the French, and creating a confusion which enabled the Iroquois to make a breach in the palisade. One after another, the little band of heroes was shot down, until only four were left, barely alive, to meet death by torture later. But their work was well done. The Iroquois did not need much imagination to foresee the result of an attack against a people, seventeen of whom had inflicted such punishment on eight hundred of their best warriors, and kept them at bay for so long.

A Rich Merchant's Residence.
No. 27 St. Jean Baptiste Street, Built in 1655.

In spite of the knowledge of this heroic deed, Dollard's name has only been thought worthy of bestowal on a short, narrow lane running off St. James street, which not one person in a hundred is even aware *has* a name. But yet there is erected a monument in a public square to Chenier—a rebel against his Queen and his country !

To return to Montreal. Several streets were now being laid out and substantial stone houses erected, the town proper lying between the river and what is now Nôtre Dame street. The character of the town was rapidly changing, and, later on, when Maisonneuve was removed by Mézy (the governor-general of New France) and immediately reappointed, the autocracy of the Seminary was largely curtailed, as by this step the governor of Montreal took his appointment from the State instead of the seigneurs. About this time, a council was formed for the government of the colony, which consisted of the governor-general, the Bishop of Quebec (Laval), five councillors and a secretary. This possessed absolute legislative, executive and judicial powers, as in 1663 all government was vested therein by a decree of the French crown. It has already been stated that the original idea in founding Montreal was to have a settlement around a seminary, hospital and school, but the settlement was to be a necessary detail only. This new form of government, however, brought a very different future into sight. The colonists were now entering with keenness into the fur trade ; and Louis the Fourteenth, commencing to show some of the remarkable interest that he took in his North American colony, was sending over soldiers, settlers, farming stock, and a number of young women as wives for the settlers. In 1665 over two thousand were sent out, and, with hardy fighters to subdue the Indians and the influx of fresh blood and stock into the country, Montreal shared with Quebec a new lease of life, and one the more beneficial owing to the long spell of peace conferred on the country by the expedition under Tracy against the Iroquois, that destroyed all their strongholds up the Richelieu.

Talon, the Intendent of New France at this time, was a vigorous and zealous administrator, who, by force of example, did his best to further the development of the country. Searching for minerals, developing manufactories and fisheries, and everywhere enquiring where there were wrongs or injustices to redress, he did much to help the prosperity of the country. Louis the Fourteenth, for his part, saw to the population question, sending over large numbers of people each year (especially marriageable women), and inducing his discharged soldiers to marry and settle in the country. Most of the villages around Montreal and Quebec were thus founded, the early settlement taking its name from the officer of the regiment, who became the seig-

No. 30 St. Gabriel Street, erected 1688 by Etienne Truteau. (Herald Office till 1838.)

Corner House, on St. Vincent Street, erected in 1676 by Paul Agnier.

neur and subdivided the track of land, granted by the King, amongst his soldiers, after reserving sufficient for himself. This plan had a great advantage, as it created a line of sentinels ready to give the alarm when the enemy approached. Berthierville, Sorel, Varennes, Verchères, etc., are examples of this protective colonization.

The population of Montreal had now grown to about eight hundred, and was already showing signs of that deterioration of character that led up to such terrible scenes of debauchery and vice in later years. The seigneurs and traders, who were for the most part of humble degree in the social scale, became deeply imbued with a mania for becoming *noblesse*. Patents of nobility were issued by influence or bribery, an example of the latter being the case of Jacques LeBer (owner of the historic mill at St. Anne de Bellevue), who paid six thousand livres to be made a "gentleman." The evil of this system soon became evident. The "gentilhomme" would not work in the usual way and the way his country would benefit by, but would depart for the woods and engage with the Indians in the fur trade, the excitement and adventure of which were more congenial than the dull life of a town trader or an agriculturist. The savage freedom of the woods destroyed their usefulness as colonists, deprived the country of effective men, and left the cultivation of the ground neglected. Good came out of the evil in some instances, such men as DuLhut, Iberville, La Salle, Saint-Castin, etc., being the pioneers of the first western American civilization that led to the discovery of the Ohio and the Rocky Mountains, the exploration of the Mississippi to its mouth, and the founding of Detroit, St. Louis and New Orleans. Early in the eighteenth century the manufacture of coarse wool and linen was started, and cloth for the priests and pupils was woven fully equal to the French goods. A certain quantity of timber and wheat was exported, but the staple

St. Amable Street.
(A fashionable quarter during the French régime.)

trade was in fur. A great annual fair was established in Montreal, partly to prevent that wholesale taking to the woods by the young men, just now mentioned. In the market-place, between St. Paul street and the river, booths were set up, and merchants from Quebec and the whole of Montreal would turn out to get a share of the profits that were to be made. Naked painted Indians, French bush-rangers, merchants, habitants and priests made a weirdly picturesque scene, but one that was invariably accompanied by such wholesale absorption of brandy that the fair would close amidst a pandemonium of drunken devilment.

Several causes were now at work that were conspiring to impair Montreal's prosperity. Louis the Fourteenth, in his prodigal generosity to his colony, would never refuse a request for help, and, in addition to giving money to churches, missions, hospitals, etc., he established funds for helping poor people and subsidized nearly every branch of trade. In consequence, the colonists, instead of depending on themselves, looked to him for support on every occasion. The fisheries—at which the New England colonies were coining money—were neglected, and the population, from the Intendant downward, developed into a class of deceitful mendicants. Then the Church festivals were so numerous that less than ninety working-days were left during the entire season, and, as a climax, a paper currency was put into circulation by successive governors and intendants that proved valueless. In 1714 over two million livres of paper was on the country, which the government redeemed at half face value ; but a worthless re-issue was afterwards made and the people had to stand the loss. (It was this fact that had much to do with the willing submission to the British in 1760, as the people knew they were practically ruined under the old régime, and any conditions under the new rule could not possibly be worse than the old and might be much better.) Another grievance the merchants had, and that was the prohibition of meeting together for discussing their affairs. The first bourse or exchange was only permitted in Montreal in 1717. The beaver trade helped along the ruin, the wholesale slaughter of the animal so glutting the market that the skins were unsaleable to the dealers in France ; consequently, bills of exchange given in Montreal for the purchases were unpaid, with attendant loss and confusion throughout the town.

St. Vincent Street. Laid out in 1689.

The Chapel of Notre Dame des Victoires. Erected 1718.

Social life in Montreal at this period was far from pleasant, one young officer writing at the time as follows: "During a part of the winter I was hunting with the Algonquins; the rest of it I spent here very disagreeably. One can go to neither a pleasure party, nor play a game of cards, nor visit the ladies, without the curé knowing it and preaching about it publicly from his pulpit. The priests refuse communion to masqueraders, and even go in search of them to pull off their masks and overwhelm them with abuse. They watch more closely over the women and girls than do their husbands and fathers. They prohibit and burn all books but books of devotion. I cannot think of this tyranny without cursing the indiscreet zeal of the curé of this town. He came into the house where I lived, and finding some books on my table, presently pounced on the romance of 'Pretonius,' which I valued more than my life, because it was not mutilated. He tore out almost all the leaves, so that if my host had not restrained me when I came in and saw the miserable wreck, I should have run after this rampant shepherd and torn every hair of his beard."

Although the above extract was probably written whilst smarting under a personal grievance at the destruction of a valued book, the writer only describes (though somewhat vividly) the rigorous conduct of the Sulpicians towards all sorts of amusements they disapproved of. This excess of zeal on the part of the priests was no doubt caused by the evil ways of the people, together with the knowledge that the community, over which they had at first

The Old Grey Nunnery on McGill Street.

complete religious control, was now no longer content to conduct their lives and habits entirely under the influence of the Church. Protestants were rigorously debarred from the colony.

St. Gabriel Farm-house on the river bank, Point St. Charles (owned by the Congrégation de Notre Dame). Erected 1662.

The inflexible severity of the clerical seigneurs was in strong contrast to the wild viciousness of the lawless bands that were continually passing through Montreal. If hard pushed by justice, they had only to cross the river to be beyond the jurisdiction of the island authorities. A large trade was carried on in brandy, the liquor being taken to various posts further up the island, or on the lower shores of the Ottawa, to entice the Indians bringing down their furs to barter them at prices much below their value in Montreal. Drunkenness prevailed throughout the colony, and only abated as the population increased and the curés grew more numerous, the Church doing great work in educating the people to more orderly lives. The women were extravagant to a degree in personal adornment, and, in the words of the writer of the day, "many are discreet and a good number are lazy. They are fond of dress and show, and each tries to outdo the rest in the art of catching a husband." There was much jealousy of the Quebec ladies because of the great chances they had of getting husbands, as a large number of "young gentlemen" came over in the ships to Quebec, but never proceeded as far as Montreal.

One section of the community in those days stands out prominently for purity of life and the exercise of Chris-

Nunnery on St. Paul's Island (Congrégation de Notre Dame). Erected 1764.

tian charity. The hospital nuns, usually ladies of gentle birth and bringing up, gave their whole lives to the attention of the sick and the wounded, who had to rely almost entirely on the nuns' skill for relief, owing to the absence of proper doctors. The emigrant ships from France would always bring over infection of some sort, whilst incessant wars and quarrels turned in a never-failing supply of wounded men. Many dying in carrying out their duty, never complaining, suffering hardships unspeakable, and yet ever exercising that tender kindness which is so immeasurably comforting to the suffering, their lives are in vivid contrast to the viciousness of the people and the bigotry of the priesthood. One woman, however, of this period has been held up for special veneration to whom no veneration can be accorded here. This woman, Jeanne LeBer, was the daughter of a leading merchant of Montreal, and, being of a very susceptible nature, became at last completely imbued with the idea that she was specially consecrated to heaven. After giving up her suitors and her family (the younger members of which, being motherless, greatly needed her help), she wished to renounce her inheritance, which was considerable. This was forbidden, however, by her spiritual adviser! For ten years she immured herself in her room, and then had a cell built behind the altar in the church of the Congrégation, where she would lie, in an old, coarse, tattered and unwashed garment, on a bed of straw. Here she lived for twenty years, not even the prayers of her dying father being able to draw her from her cell. A reputation for miracles, of course, soon became hers; and after her death, in 1714, at the age of fifty-two, the image of the Virgin, in the church in which she had her cell, was reputed to heal the lame and cure the sick.

"La Friponne," the French Government Warehouse, in which many of Bigot's frauds were perpetrated. Erected in 1693.

Here again, what strong contrast between the two types. The hospital nun devoting her life to helping the sick and needy, risking health and life itself in her noble work of charity. The other secluding herself from the world, in which we are all sent by our Creator to do our work—one for the other—wasting her life in a wrapt idolatry of her own untried virtues.

The corruption among the government officials, which had been rife for some time, reached its limit some ten years before the English took possession of

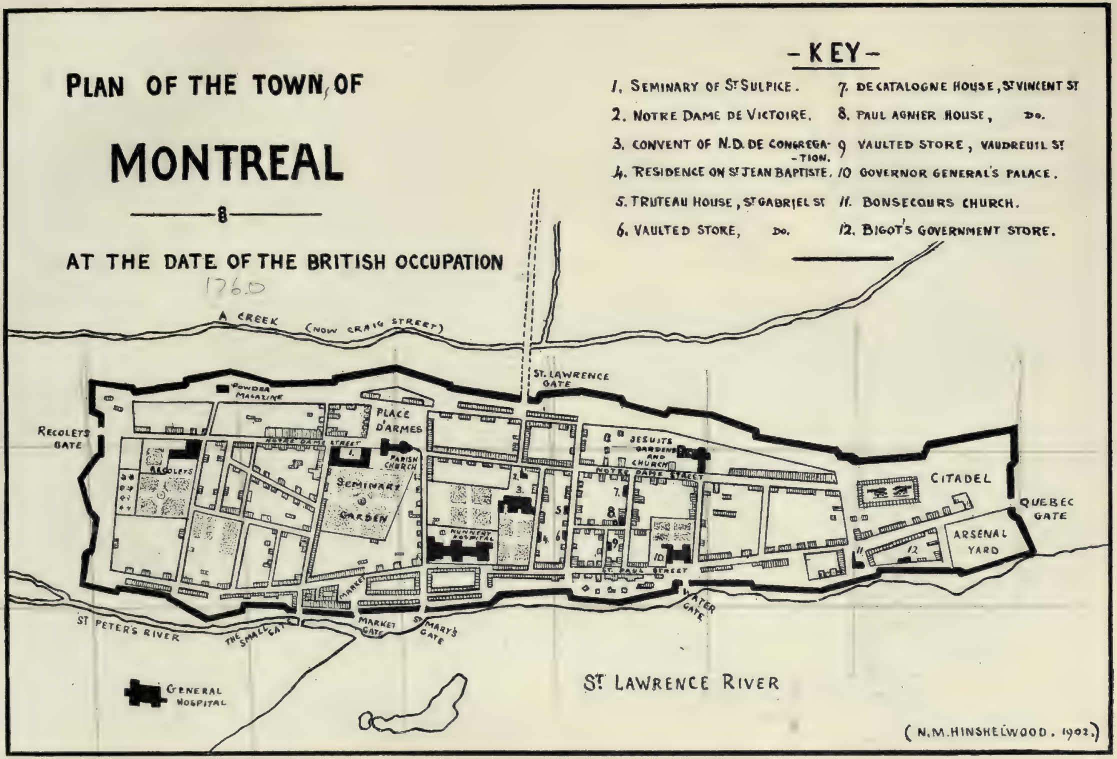
Montreal. The intendant at that time was a man named Bigot, and he stands out as the worst of the crowd of scoundrels who were doing their best to ruin the colony. The intendant was practically civil governor, being supervisor of trade, finance, justice, etc. As though scenting the destruction that was shortly to overtake the French cause, and wishing to make all they could while their time lasted, Bigot and his subordinates exercised every kind of fraud and peculation that their positions made so easy for them to do. Goods were sent him from France (escaping duty), and resold to the King as being colonial manufacture, at huge advance in price. No one was allowed to sell goods to the King except themselves, and they made use of this monopoly to charge fourfold for everything. Large quantities of goods were sold out of the King's stores as being valueless, and then bought back again at an advance of over a million francs. An order was issued by which the inhabitants had to sell their grain at a fixed low price, and, after the Intendant had bought it all up and a famine ensued, it was sold back again at a great profit. So on *ad infinitum*. But the day of reckoning came at last, and when Bigot returned to France, after the English conquest, he was thrown into the Bastille, and in 1763 sentenced to banishment for life, confiscation of all his property and a fine of one and a half million francs.

Social life during these last years of French rule was brilliant in the extreme, the balls, dinners and receptions being equal to those in France itself. The town consisted of a number of good stone and timber houses, and was of a narrow oblong form, surrounded by a bastioned stone wall. The Seminary, three churches and the fort showed up prominently above the houses. A dry ditch eight feet deep surrounded the walls, but the town, although capable of defence against the Indians, could not have withstood an attack from cannon for an hour. The constant wars with the English kept the population in a flutter of excitement, and large bodies of Indian allies, ever waiting for a chance of booty and massacre by accompanying the French expeditions, were generally encamped near the walls. Amidst all the licentiousness, gambling, peculation and drunkenness at this time, Montcalm alone stands apart as a true, courageous gentleman, fighting against the corruption of the Intendant and the insane jealousy of the Governor, Vaudreuil. In 1758 came the news of the departure from England of a great expedition for the conquest of Canada. Then came the siege and capture of Quebec, the death of Montcalm, and the falling of one post after another, until Montreal was alone left to France out of her once great North American colony. On the fall of Quebec, Vaudreuil and Lévis moved their headquarters to Montreal, and, after making a futile attempt to retake Quebec in the following year, resolved to make their final stand on the island. The city, however, was spared, the horrors of a siege or attack. A force under Colonel Haviland advanced to Longueuil, opposite the town on the south. General Murray, with fifty-one vessels, came up to within two miles of the city on the east; whilst General Amherst advanced from the west, camping on a height overlooking the town and known now as Côte des Neiges. There was no option for the French but to surrender, and the next morning, September 8th, without a shot being fired, Vaudreuil signed the capitulation by which Canada and all its dependencies passed to the British. Fifty-five articles covered the terms of surrender, the most important being that the French military were to be sent home, free exercise of religion was to be assured, religious communities were to retain all their property and privileges, and the people were to continue in the free enjoyment of all their property. One clause of the capitulation Amherst absolutely refused, and that was permission for the French troops to march out with their arms and the honours of war. In his own words: "I am fully resolved, for the infamous part the troops have acted in exciting the savages to perpetrate the most horrid and unheard of barbarities in the whole progress of the war, and for other open treacheries and flagrant breaches of faith, to manifest to all the world by this capitulation my detestation of such practices."

The same evening, a British force under Colonel Haldimand entered the town by the Recollet Gate and occupied the Recollet Quarter, which was then a large open space and chiefly covered by the monastery gardens; while the French withdrew to their camp by the citadel at the eastern end of the town. The following morning, a British detachment of artillery was drawn up on the Place d'Armes, and there the French army marched to lay down their arms. The British flag floated over the town, and French rule in Canada was over.

Here Montreal made a fresh start; with new blood, with the Anglo-Saxon tenacity of purpose, with honest government, with enlarged and popular liberties, and with the newly-awakened knowledge that her destiny was her own, to make or to mar.

Montreal at the date of the British Conquest.



PLAN OF THE TOWN OF MONTREAL

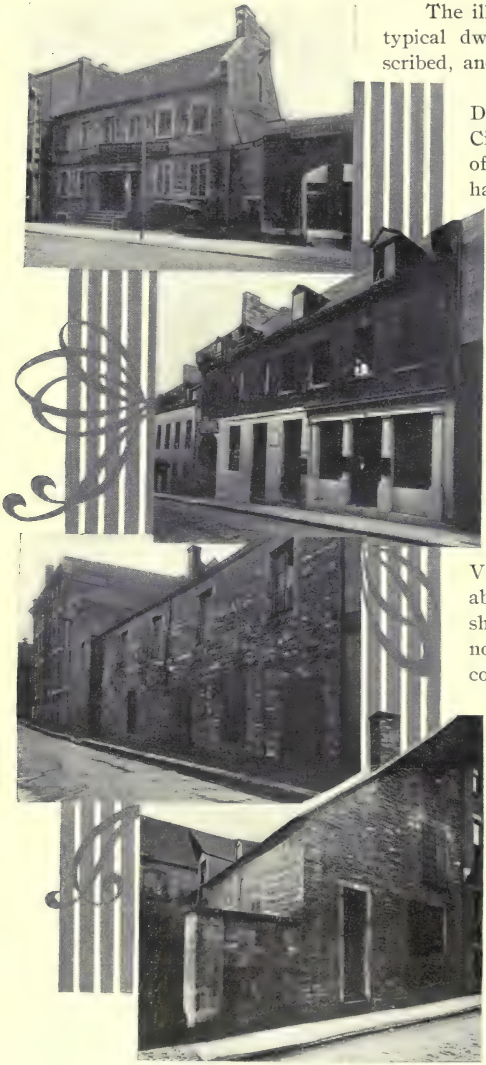
AT THE DATE OF THE BRITISH OCCUPATION

1760

-KEY-

1. SEMINARY OF ST SULPICE.
2. NOTRE DAME DE VICTOIRE.
3. CONVENT OF N.D. DE CONGREGATION.
4. RESIDENCE ON ST JEAN BAPTISTE.
5. TRUTEAU HOUSE, ST GABRIEL ST
6. VAULTED STORE, DO.
7. DE CATALOGNE HOUSE, ST VINCENT ST
8. PAUL AGNIER HOUSE, DO.
9. VAULTED STORE, VAUDREUIL ST
10. GOVERNOR GENERAL'S PALACE.
11. BONSECOURS CHURCH.
12. BIGOT'S GOVERNMENT STORE.

(N.M. HINSHELWOOD. 1902.)



Some Ancient Buildings.

The illustrations adjoining show some typical dwellings of the period just described, and are respectively as follows:—

No. 1. This house is on Notre Dame street, a little east of the City Hall, and was the residence of Colonel John Campbell. It hardly belongs to this period, having only been built in 1773, but it has been a fine old place, and is soon to be pulled down.

No. 2. De Catalogne House. This was erected in 1693, and consists of two stories and attic. Gédéon de Catalogne was the engineer of the first Lachine Canal, and was also responsible for the plans of the early stone fortification walls.

No. 3. This old house is situated on the east side of Vaudreuil street, and was built about 1687. The walls are now showing signs of bulging, although no doubt good for many years to come. In the vaults of this building was stored the specie of the Bank of Montreal in olden days.

No. 4. On the west side of St. Gabriel street, just below St. Thérèse, is a quaint old sloping-roofed building dating back to 1687. The cellars and next floor are very heavily vaulted, and were no doubt used for the storage of furs, etc. This street was laid out in 1680—one of the earliest in Montreal—the population at that time being about 1000.

CHAPTER II.

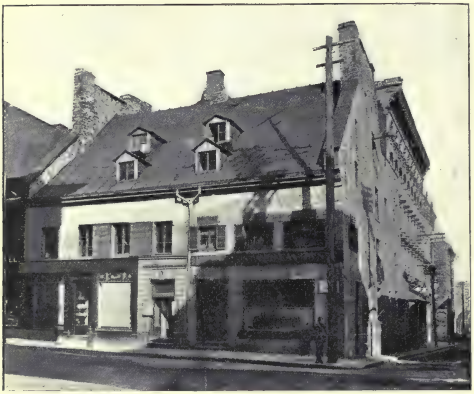
MONTREAL UNDER EARLY BRITISH RULE

IT has been seen how the religious settlement of Maisonneuve developed into a trading town, and how that town reached the verge of commercial ruin through the destructive colonial policy of the French crown, the corruption of its officials and the degeneracy of the inhabitants. It now remains to be shown how the city of to-day, with its three hundred and fifty thousand people, came to attain its present position.

After the capitulation by Vaudreuil, General Amherst, as commander-in-chief, appointed General Thomas Gage first Governor of the district of Montreal. Although it would have been difficult to find a more arduous position, he appears to have given satisfaction to all sections of the population ; and a significant sign of the change of feeling already in existence was afforded at the death of George II., in the October following, when an extensively signed address was presented to the Governor, mourning the demise of a "sovereign so magnanimous to a vanquished people." The following year saw the final deportation of the French military, accompanied by many of the Canadian *noblesse* and merchants, who refused to swear allegiance to King George. The population at this time was about five thousand, and the people quickly realized that the exchange of the ruling power was

Old St. James Street in 1830.

all to their advantage. The Church was glad to welcome any change by which order was enforced and the old system of corruption abolished; their religious hold on the colony being too strong to occasion any anxiety from an influx of Protestants. (In 1765 the Protestants in Montreal only numbered one hundred and thirty-six.)



Forrêtier House, corner of St. Peter and Notre Dame Streets. Erected 1767. Residence of Montgomery, 1775-6.

In 1765 a very serious fire broke out in the city, and in a few hours destroyed one hundred and eight houses, thereby reducing two hundred and fifteen families to the greatest distress. The damage amounted to £88,000, which was, however, partially relieved by subscriptions raised in England, headed by five hundred pounds from King George III. Nearly a quarter of the city was burnt out, and the people were just beginning to recover from their difficulties three years later, when another conflagration occurred. By this, ninety houses, two churches and a large charity school were consumed, and great misery resulted.

The turmoil of war was not yet over for the town. The revolt of the New England colonies against King George met with little sympathy in Canada, and General Montgomery led an expedition against his northern kinsmen. When he appeared at Montreal, General Sir Guy Carleton (afterwards Lord Dorchester) had too small a force to defend the town, and so withdrew to Quebec, leaving Montgomery to take possession. On the 13th of November, 1775, the Americans entered the town, and Montgomery made it his headquarters during the following winter. By the death of Montgomery and the defeat of the Americans at Quebec, on New Year's Eve, 1775, their cause became hopeless in Canada, and in the following June, under General Benedict Arnold, they retreated from the city.

"Maison de Maricour," Côté Street.

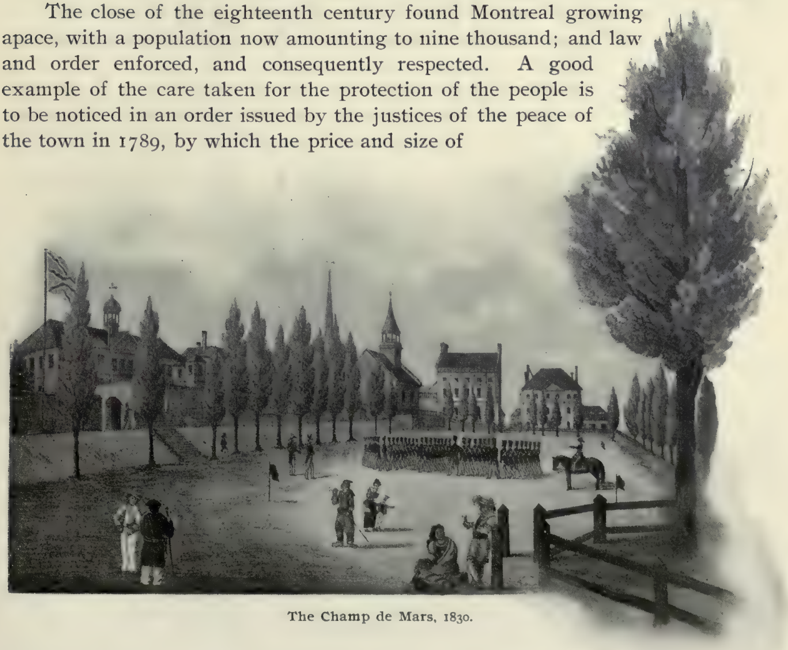
Le Moyne de Maricour was celebrated in the early military enterprises of the colony, and died here in 1704. Now the mother house of the Brothers of the Christian Schools.

Windmill Point.

Two years after the American occupation, King William IV, "the Sailor King," visited Canada, and made a short stay at Montreal, where he was received and entertained with much honour.

In 1778 the rapid enlightenment of the people was enhanced by the advent of the printing press. "The Gazette" was first started by Fleury Mesplet in the old Château de Ramezay, and has had an uninterrupted existence to the present day. An advertisement in the first number makes interesting reading now.—"Six dollars reward. Ran away on the 14th instant, a slave belonging to Widow Dufy Desaulniers, aged about thirty-five years, dressed in striped calico of the ordinary cut, of tolerable stoutness. Whosoever will bring her back will receive a reward of six dollars, and will be repaid any costs that may be proved to have been incurred in finding her." (Slavery in Canada was forbidden in 1793.)

The close of the eighteenth century found Montreal growing apace, with a population now amounting to nine thousand; and law and order enforced, and consequently respected. A good example of the care taken for the protection of the people is to be noticed in an order issued by the justices of the peace of the town in 1789, by which the price and size of



The Champ de Mars, 1830.

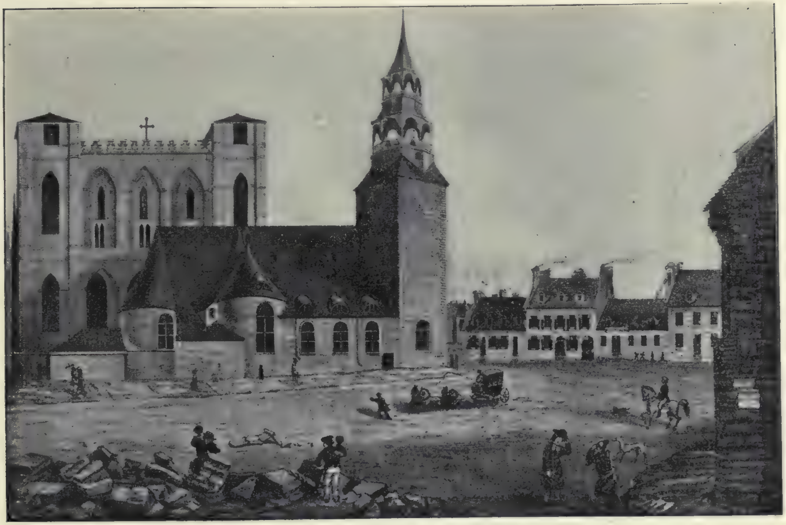
Old Christ Church Cathedral.

bread loaves for the month is fixed at "thirteen pence, or thirty sous, for a four-pound loaf of white bread . . . ," the bakers of the city and suburbs being ordered to conform thereto and mark their bread with their initials. The town was gradually extending northwards, Notre Dame and St. James streets becoming the more fashionable resorts, with many handsome residences situated on the hill now occupied by St. Catherine and Sherbrooke streets. In 1801 the walls were removed, and a water supply system was instituted.

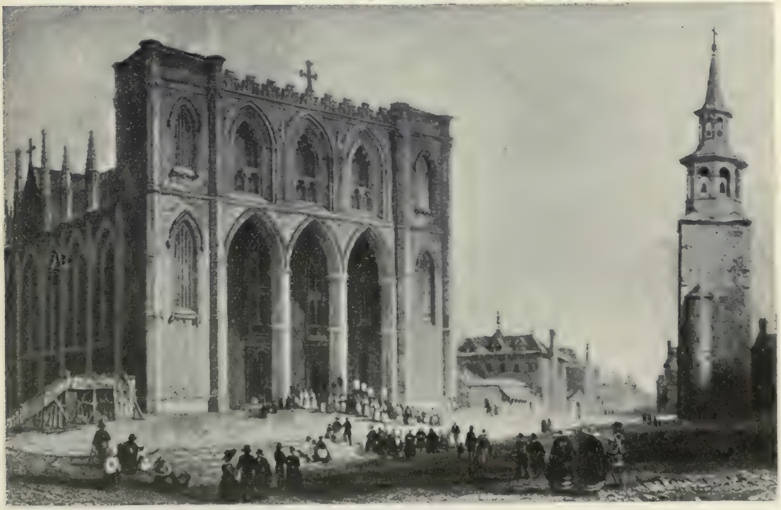
The first mention of an English church comes here, the Episcopalians being now in sufficient numbers to require a place of worship of their own. Owing to lack of funds, they could not at first afford to build a church for themselves, and so obtained the use of the Recollet Church at such hours as it was not required. Then they were allowed the use of the church formerly belonging to the Jesuits' College, only to be deprived thereof by fire in 1803. The requisite money being then forthcoming, Christ Church, known as the English Cathedral, was commenced in 1805, not being completed, however, till 1814. It occupied the site of the old French prison on Notre Dame street, a little east of the Place d'Armes, and its spire rose to the height of 204 feet from the ground.

About this time a start was made on the development of the St. Lawrence waterway, locks being placed at Coteau, The Cascades and the Long Sault. The Lachine Canal was completed in 1825. In the year 1809 the first steamboat appeared on the St. Lawrence, bearing the name "Accommodation," having been built

The Bank of Montreal and Place d'Armes.



Notre Dame Church (old and new), 1830.



Notre Dame Church and old Belfry Tower, 1840.

by John Molson to run between Montreal and Quebec. The boat was eighty-five feet long with engines of six horse power, and although taking thirty-six hours for the trip, even this was a very great improvement on the time of passage of sailing vessels, which usually averaged sixteen days. Navigation of the river then was very different to now, the channel of Lake St. Peter only having a depth of about ten feet, and St. Mary's Current being so swift that horses or oxen were often required to tow vessels up against the stream.

In 1817, the Bank of Montreal was founded with a capital of £87,000, by a number of merchants, and the first year's business gave eight per cent. dividend to the stockholders. Excepting 1827 and 1828, this percentage has never been reduced, on some occasions even rising as high as sixteen per cent. The original capital has been increased from time to time, until it now stands at $12,000,000, while the Reserve Fund, which was created in 1819 by the undivided balance of $4,168, now amounts to $8,400,000. The first premises, situated on St. Paul street, were burnt in 1830; and, on the ground subsequently occupied by the post office, another building was erected, only to be discarded later on for one a little to the east, on the site of the present stately structure.

The first Methodist Church (afterwards used as a news-room).

An institution that has grown to be almost of a national character was established in 1821. Eight years previous to that date there died in Montreal an old Scotch fur-trader—James McGill. By his will he bequeathed, in trust, sixty-four acres of land and ten thousand pounds to the Royal Institution for the Advancement of Learning. The famous McGill University was the result, and will be described later on.

Education was far from being properly cared for at this time. There were two public schools (English), various religious institutions (French), and several private academies. But, in spite of this, the French parents seemed to care but little about procuring instruction for their children, and, although a certain degree of interest was evinced by the British population, there was a general disregard among the elders of the advantages their children would derive from education. A news-room on St. Joseph street—containing papers from all over the world—was, however, well patronized by the merchants and public, and a library of eight thousand books was open daily in the building of the Natural History Society, at that time situated on St. James street.

In 1829 the new parish church of Montreal was opened. The original church (see page 9) stood across Notre Dame street, and the new one was built a little to the south. The picturesque belfry-tower of the old building remained standing alone on the corner of the square until 1840.

The spirit of local improvement was also in active operation, streets being laid out in every quarter and handsome stone houses and blocks of stores erected thereon. The creek, or rather ditch, that ran along Craig street was covered over, McGill street was levelled, and the swampy ground in the western suburbs (late Griffintown) was drained and made ready for building. The hill, on which stood the old useless citadel, had been levelled, leaving the Dalhousie Square of to-day, and in 1836 the city purchased the Place d'Armes from the Seminary and made it a public square.

The old Harbour Front.

A growl was to be heard in those days with which people of to-day can heartily sympathize. It arose from the filthy and neglected state of the streets, that was such as to choke everyone with dust in dry weather and render them nearly impassable through deep mud when it rained; while at night the unevenness of the roads not being noticeable in the dark, made walking a somewhat dangerous and risky proceeding.

Montreal from St. Helen's Island, 1830.

Civic government was administered by

justices of the peace, appointed by the Governor, who had all the powers of a municipal council; but when the city was incorporated in 1832 (Jacques Viger being the first mayor) their authority was transferred to the corporation. Montreal was now attaining considerable importance, but its advantages as a port had been sadly neglected. According to the description given of the river-front by a writer of the day: "The approach to the city conveys no prepossessing idea of the enterprise of the municipality. Ships, brigs and steamboats lay on the margin of the river at the foot of a hill. No line of wharf (although there is plenty of stone everywhere around) affords security to vessels and owners, and the commercial haven looks ragged and muddy, the boats lying quietly in pretty deep water, close to the clayey and generally filthy banks of the river."

This reproach was soon to be unmerited. In 1832 Montreal was made a port of entry, and a start was made on a line of substantial wharves terminating at the Lachine Canal. From this time forward the marine commerce increased by leaps and bounds, and the trade of the city benefited much by the opening of the railway from Laprairie to St. Johns, making a short cut to the waterways leading to New York and the south.

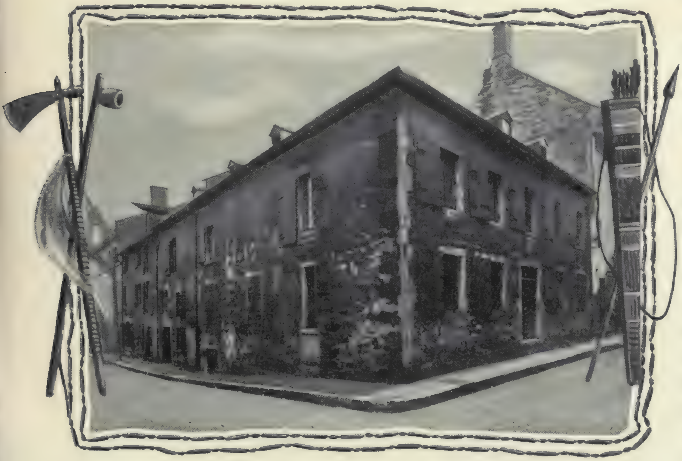
Custom House Square in 1830.

Inland transportation consisted of lines of stages running between Montreal and Prescott, Montreal and Quebec, Montreal and Bytown (Ottawa), and Montreal and Albany. The two first mentioned had a daily service; the others, two or three times a week.

That terrible scourge, Asiatic cholera, appeared in the Province in 1832, nineteen hundred deaths being reported in Montreal and thirty-three hundred in Quebec. On the whole, Montreal had been very lucky in escaping severe epidemics, the only other two being the ship-fever outbreak in 1847, when six thousand Irish emigrants died, and the smallpox in 1885, which occurred through the people's ignorance of the safeguard of vaccination—a lack of precaution that cost three thousand one hundred and sixty-four lives.

The year of Queen Victoria's accession to the throne was marked by a rebellion of a section of the people, which at one time threatened to become serious. For twenty-two years previous, a great change had been taking place in the constitution of the colony, the power and privileges of the British Crown being curtailed to a very great extent and transferred to the House of Assembly of

Canada. A man named Papineau had taken an active part in the series of events that had brought about this change, and when the British Parliament would give in no further, intense irritation developed amongst the "French Party," which culminated in the formation of a society (calling themselves "Sons of Liberty") pledged to obtain its demands by force of arms. But the movement did not meet with the support that had been expected; and the prompt action of the authorities led to the capture and surrender of the rebels in large numbers. A Doctor Chenier, an active leader in the rebellion, was surrounded, with twelve hundred followers, at St. Eustache (eighteen miles north of Montreal), where, with two hundred and fifty men, the rest of his band having dwindled away, he took final refuge in the church, and died fighting desperately to escape the doom he had brought upon himself.



The old North-West Company's House on Vaudreuil Street, where John Jacob Astor lived about 1790.

Reverting once more to the commercial progress of the city, we read of a meeting of two thousand people on the Champ de Mars on the 10th August, 1846, resolving to have direct railway communication with the seaboard. A few years later, the Grand Trunk Railway, by acquisition, connection and extension of some existing roads, and the spanning of the St. Lawrence by the Victoria Bridge, opened communication with Portland, and gave the people their wish. This company also benefited the city in another way by opening a direct road to Toronto in 1856. This same year the ocean steamship trade may be said to have begun, as Hugh and Andrew Allan established the "Montreal Ocean Steamship Company," with four steamers fortnightly. The system of keeping accounts, etc., was changed in 1854, the use being authorized in that year of either "pounds, shillings and pence" or "dollars and cents;" but after four years of this dual method, currency alone became legal.

The commercial development of Montreal has been more amply described than the social condition of its inhabitants, but it must not be imagined that the town was altogether imbued with the idea of setting up public buildings and pushing trade. The huge fortunes made in the fur trade by members of the North-West Company, who, by their activity and enterprise, had greatly extended the range of territory hitherto explored, were spent with lavishness in the towns, and a style of magnificence was kept up that made these traders the cynosure of the whole continent. Society was, indeed, as gay and brilliant as in the palmy days of Vaudreuil and Bigot, but infinitely more honorable. The Château de Ramezay, as residence of the British governors, was the centre of court life until 1850, and the ever-increasing prosperity of the town gave opportunity for unstinted entertainment and amusement. The British garrison included, from time to time, many of the crack English regiments, and their prodigal hospitality, fashionable in those days, kept the town animated to a degree. When the Rebellion Losses Bill was passed, in 1849, by which those who had taken part in the rebellion of '37 were to be compensated for the losses they had sustained, the more loyal citizens were so enraged that they arose in a mob and burnt the Parliament House (situated where there is now the open space opposite the new Grand Trunk Railway offices). Some lives were lost, and the removal of the seat of government from Montreal followed. In 1860 the Prince of Wales (now King Edward VII) visited Montreal; and at this date, well within the memory of many, a chapter on Early British Rule in Montreal may appropriately close.

Notre Dame Street East in 1830.

CHAPTER III.

MODERN MONTREAL

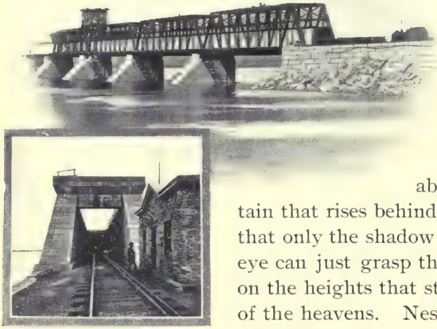
EVENTS that are described, or depicted, in this chapter, are of such proximate happening that a strict following in chronological order is hardly necessary. A start may be made, however, with the opening of the Victoria Tubular Bridge across the St. Lawrence on August 25th, 1860. The bridge held first place amongst the engineering works of the world for many years, and was the admiration of, not only the Canadian people, but every railway company in the two hemispheres. It was designed by the great English engineer, Robert Stephenson, and publicly opened by the Prince of Wales during his visit to Montreal. A description of the structure, as inscribed on a commemorative medal struck at the time, is as follows: "It consists of 23 spans, 242 feet each, and one in the centre 330 feet, with a long abutment on each bank of the river. The tubes are 18½ to 22 feet high, 16 feet wide, and weigh 9,044 tons, supported on 24 piers containing 223,000 tons of stone. Extreme length two miles. Cost $7,000,000." The iron came from England and the stone from Pointe Claire.

As traffic increased and new districts were opened up, the single track that crossed the river proved insufficient for the demands made upon it, and, in 1898, the old tube was replaced by a modern open-work steel bridge, with double tracks and roadways. The work of replacement was carried on without interrupting the traffic for more than a few hours, the illustration showing the

The old Wharves on the River-front.

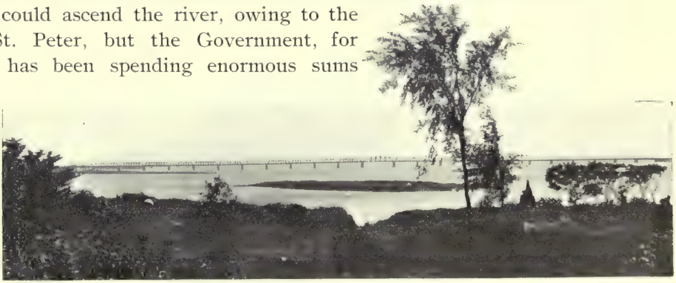
method in which this was done. The dimensions of the new bridge are as follows: Width, 66 feet 8 inches; height, 40 to 60 feet; length, including approaches, 9,144 feet. Allowance for expansion and contraction through difference in summer and winter temperature is calculated to a nicety, and the bridge will ever serve as a monument to the enterprise of the Grand Trunk Railway System, whose property it is.

It would be difficult to imagine a more exquisite view than is to be obtained from the car-window, as the train approaches Montreal over this bridge on a summer evening about sunset. Then, the stately mountain that rises behind the city is draped in that purple haze that only the shadow of departing day can produce, and the eye can just grasp the dim suggestion of luxuriant verdure on the heights that stand in such relief against the rosy tint of the heavens. Nestling at the foot lies the city, the harsh outline of factories, chimneys and houses now being softened and blended into an harmonious mass; relieved, here and there, by the graceful steeples or stately towers of the churches. In the foreground, a forest of masts rises up from the scintillating waters of the St. Lawrence; and, immediately behind, the tall massive towers of Notre Dame are silhouetted against the sky. Lingering here for a little while longer, the scene changes; detail is lost in shadow; lights appear, one by one, until the city and the long line of water-front is ablaze with thousands of glittering lamps; Mount Royal being alone in gloom, keeping dark and shadowy vigil over all.

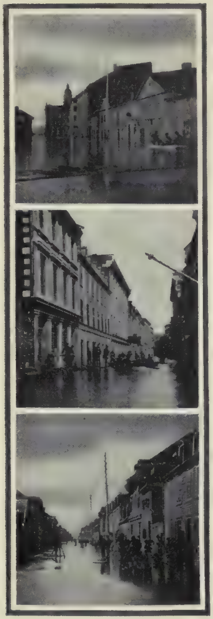


Victoria Tubular Bridge, showing construction of present Bridge.

The harbour of Montreal is now rapidly becoming worthy of the city and the noble river to which it owes its existence. At the beginning of the century, only small vessels could ascend the river, owing to the shoals in Lake St. Peter, but the Government, for some years past, has been spending enormous sums in dredging the channel right up from Quebec, until a thirty-foot draft is possible for vessels coming to the city. Not only this, but the old, low,



Victoria Bridge, from St. Helen's Island.



Street Scenes during the Floods of the Eighties.

muddy beach has been changed into lines of substantial wharves and piers, with elevator and railway tracks for the quick despatch of freight. Other highly important works are the guard-pier and the revetment-wall. The former consists of a huge embankment rising out of the river from a point near the Victoria Bridge and extending to nearly opposite the Custom House. It was constructed to protect the harbour from "ice-shoves" in the spring. These ice-shoves, though now a thing of the past, are well within the memory of most people in the city, it being a never-failing source of interest to watch the huge ice-floes (borne down by the St. Lawrence when the thaw sets in) pile up to a height of over thirty feet in a glittering mass. The embankment now keeps the ice well into St. Mary's Current, the rapidity of which carries it right past the city, and at times in the early spring there may be even now seen on Ile Ronde an example of what was a yearly occurrence on the harbour-front. This packing of the ice was largely responsible for the serious floods that inundated the lower parts of Montreal from time to time. Away back in 1861 a great flood took place, and one occurred more or less regularly every spring until a year or two ago. In 1886 all the lower town was under water, and a five-cent ferry took people from the foot of Beaver Hall Hill to St. James street. From Craig street to the harbour, boats were the only means of transit, and some idea of the Venetian aspect of the city may be gathered from the illustrations. The revetment-wall has made serious floods a matter of impossibity, and the saving to property has been enormous.

"Relics of Antiquity."

In the latter part of 1864 Montreal was greatly interested in the trial of the St. Albans raiders. A certain Bennet H. Young, who had come to Canada as a political refugee from the States, where he had taken active part in the civil war between the Confederate States and the North, organized a band of men, and, on the 19th October, raided the town of St. Albans, Vermont. There he stated that the band were Confederate soldiers taking reprisals for raids committed by the Northern army in the South, and proceeded to hold up the town in general and the banks in particular. After "commandeering" over two hundred thousand dollars from the latter and firing a number of shots in the streets, the band took horses and rode for the Canadian frontier again. Their arrest followed, and extradition was demanded by the United States, for robbery, etc. After long arguments, the raiders were discharged, it being decided that they had acted as belligerents in a foreign state, and consequently the laws of a neutral country had no jurisdiction to order their extradition. Much bitter feeling was shown against Canada at the time by the people of the Northern States for the harboring of, and sympathy towards the raiders; and, for a period, threats were indulged in that reprisals would be taken on Canadian frontier towns.

The St. Albans Raiders at Montreal Jail.

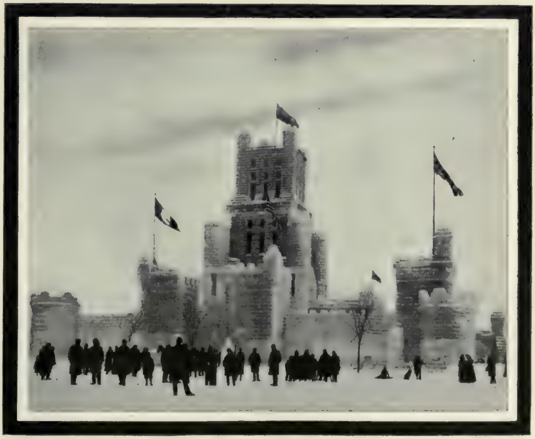
This same year the first street car appeared in Montreal, the City Passenger Railway instituting a service of cars over about ten miles of track. Horse traction was the motive power, and the company continued operations until 1892, when it was taken over by the Montreal Street Railway, who, after obtaining a thirty years' franchise from the city, inaugurated the electric trolley system. This company gives a splendid service all over the city, and is also largely responsible for keeping the main thoroughfares clear of snow in the winter.

In 1867, St. Patrick's Hall, a large, handsome building, on the east side of Victoria Square, was commenced; but its existence was very brief, for in 1872 it was totally destroyed by fire, and to-day the very memory of the hall is a thing of the past, the site being now occupied by a large dry goods establishment.

1869 saw the commencement of the Intercolonial Railway, and the following the wonderful history of the Canadian Pacific began. Luckily for Canada, the doubt, and even ridicule, that greeted the scheme had no deterrent effect on the great men who were resolved to see the Pacific and Atlantic Oceans linked by an all-British iron road ; and, although Canada has naturally reaped the most benefit from the opening of the West, yet the entire Empire must join with the Canadians in respecting and giving honour to two such men as Lord Mount Stephen and Lord Strathcona and Mount Royal, whose indomitable pluck and energy did so much to carry through the scheme which has converted the uncultivated fertility of the western prairies into the inexhaustible granary of the British Empire.

St. Patrick's Hall.

In 1884 the first winter carnival was held in Montreal, and an ice-palace built on Dominion Square. These carnivals were repeated in several succeeding winters, and the ice-palace was always a strong feature. Although very magnificent to look at, with their glistening walls and turretted roofs, they proved a very bad advertisement for the city, as pictures of them appearing in the European and American papers, with exaggerated reports of the cold and snow, gave abroad the idea that Montreal was an arctic city in a land of perpetual snow. It is remarkable how people, and even well educated people, jump at totally erroneous conclusions from a casual glimpse at a picture. A minute's thought should surely prove to any one, that if the people of a city containing a population of a quarter of a million can erect, for a few weeks' amusement only, an ice-palace costing many thousands of dollars ; that city must be reasonably prosperous; and the natural corol-


One of the Ice Palaces.

St. James Street before erection of "Canada Life" and Temple Buildings.

lary must be, that the city being prosperous, must have a thriving trade and commerce. Now, how can a prosperous trading city be reconciled with an arctic city in a land of perpetual snow? In the words of old friend Euclid, "*Quod est absurdum.*"

The trade, commerce, government and character of the city at the present day may now be briefly reviewed before proceeding to describe the various places of interest in detail.

Montreal is situated at the foot of the royal mountain from which it takes its name, upon a large island thirty miles long by ten wide (considered to be the garden of Eastern Canada), at the confluence of the Ottawa and St. Lawrence rivers. The main branch of the Ottawa passes north of the island in two branches, and joins the St. Lawrence about fifteen miles below the city. One-third of its volume is, however, discharged into Lake St. Louis, above the city, where it joins, but does not unite with, the St. Lawrence; the two streams flowing quite separately, side by side, for miles, as can be noticed by the different colours of the water. The natural advantages that Montreal has always enjoyed, by reason of her geographical position, have already been remarked upon, but it was not until the advent of the large ocean steamer that their full benefits were appreciated. Situated at the head of a navigable waterway, six hundred miles from the ocean, it is seldom realized that Montreal is, in truth, a seaport; and that vessels from all over the world can discharge cargoes at her wharves, on which one freight only is payable. During the year 1902 there were seven hundred and fifty-seven arrivals of ocean-going vessels, with a tonnage of over one million and a half; while from the interior, thanks to the splendid

The Old Harbour, looking East.

system of canals, the arrivals numbered over eight thousand, and this in spite of the great coal strike and a wet, cold summer. The passenger traffic, *viâ* the St. Lawrence, is showing a marked increase from year to year, the delightful sail down the gulf robbing a voyage across the Atlantic of much of its monotony, and the distance from England being over two hundred miles less than from New York. In the winter the shipping is diverted to Halifax and St. John.

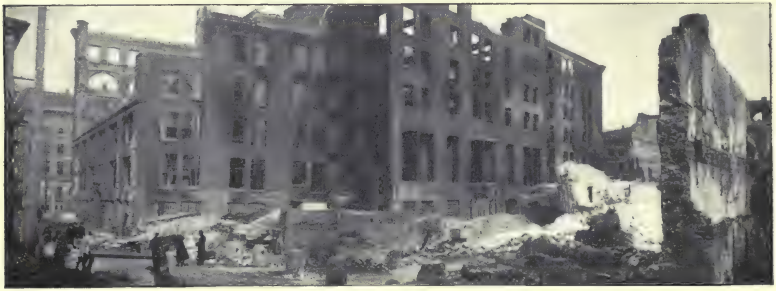
The export trade of the country, of which Montreal is the chief outlet, has grown by leaps and bounds; and during the last six years the aggregate trade has shown an increase that exceeds the growth shown in a similar period by any other country in the world. A lot of figures are but confusing, and to the average individual quite unconvincing, until personally verified; but one single instance is worth recording, *i.e.*, the figures relating to the exports, which for the year ended June, 1902, exceeded those of 1896 by *ninety million dollars*. This in six years only.

St. Catherine Street, near Peel. (5.30 A.M.)

A very great deal, however, requires to be done to the port of Montreal, if trade is not to be turned away. A prominent Canadian railway man remarked but a short time back, "We have constructed a hopper too big for the spout;" and a glance at the congested state of the wharf terminals proves this statement to be well founded. Steamers deposit their imported cargoes on wharves already crowded with freight that the railways and canals have brought in for export, and the railways have not free enough access to the wharves to enable them to gather up the imported freight, bound for the interior. In consequence, Western traders are growing more and more inclined to pay for extra railway haulage, and have their goods shipped *viâ* the United States ports, whence they can get prompt delivery. Although two new elevators are under construction (1903), and the four miles of docks are being greatly improved, this will but fulfil present requirements; whereas the position of the city, as the national port of the Dominion, makes it necessary to provide, not only for the requirements of to-day, but for that predestined future which is even now almost in sight, *i.e.*, Montreal, the chief seaport of North America.

Business in the city itself is remarkably good, with the possible exception of cotton, and the banking companies are amongst the best in the world. There can be no doubt of the fact that the advent of the Americans into the business community has done much to enliven and sharpen the Canadians; and, however patriotic the cry "Canada for the Canadians," the country is greatly indebted to American brains and capital for the exploitation and development of many hitherto neglected sources of national wealth.

No one walking through the city can fail to be struck by the innumerable signs everywhere displayed of "Notaire," "Avocat," "Barrister," "Advocate." Montreal has long been known for the large number of "legal gentlemen" therein, and to find a reasonable explanation of such extraordinary prolificacy in this direction, it is necessary to go back to the days of the French *régime*. When the settlers obtained their grants of land, in many cases the title-deeds were most imperfectly drawn up, and in others the boundary-lines were not clearly defined. During the long winters the litigious disposition of the Norman blood found this an incessant cause for quarrel and dispute, and few families were without some kind of legal action pending. To keep the money in the family as much as possible, therefore, they made their sons lawyers. Then, again, the well-to-do trader liked to think of his son as a "professional man," and so sent him to study law. By degrees the people actually grew to believe that lawyers were the best men to send to Parliament, and an analysis of the Legislature at the present day would show to what an extent they still practice this belief. The latter fact has caused certain cynical individuals to remark that the legal members purposely make laws that only lawyers can understand—hence their number in Montreal.



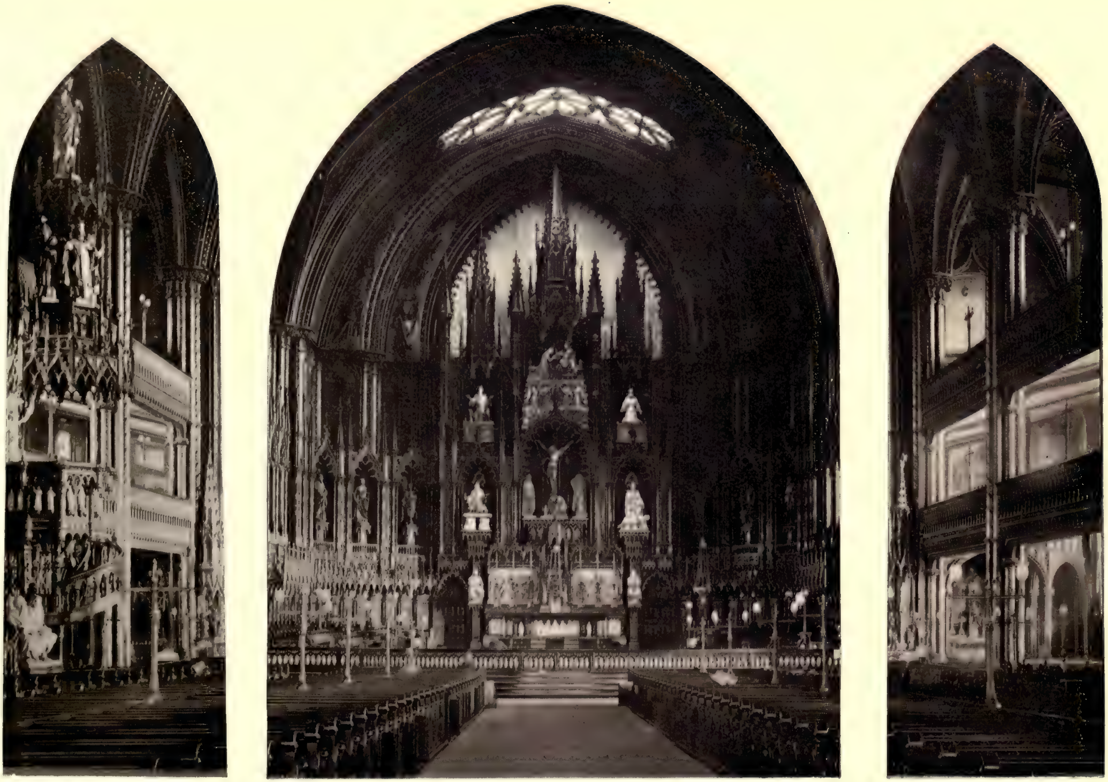
The Board of Trade Building after the Great Fire of 1901.

Two forces that are directly under the control of the city are now to be mentioned—the police and the fire brigade. The former have the making of a splendid force, and will, no doubt, become so when somewhat stricter discipline be exercised. The fire brigade are a fine lot of fellows, and have, without exception, the hardest work to do in the city. The task of fighting a fierce fire in the depth of winter is no easy one; and a constitution of iron, with nerves to match, are absolutely essential qualities in a Montreal fireman. It will be many years before the memory of the great fire in January, 1901, fades from the minds of those who fought it or looked on. The damage amounted to nearly five million dollars, and included the total destruction of the Board of Trade building and several blocks of offices and warehouses.

The government of the city is vested in a mayor and thirty-five aldermen, the latter being elected every two years. The mayor also holds office for two years, and it is an unwritten law that he shall be alternately French or English. This pernicious system of differentiating between the two races is fortunately not followed by the people generally, although to read the speeches at election time in Montreal one would imagine the French and the English sections of the population to be on the verge of a civil war. In reality they are the best of friends, united by the strongest of all ties, *i.e.*, self-interest; while, as *Canadians*, all alike look for the future welfare of their city and country. Outside of politics, therefore, Montreal can show a very striking example of how two extremely dissimilar races can live side by side in perfect harmony and *camaraderie*.

Arches Erected in Honour of the Visit of the Duke and Duchess of York, September, 1901.

To sum up very briefly the characteristics of the people generally, one would say they were a conservative, level-headed, hardworking community; rather too prone to let abuses exist which do not touch them personally; proud of their country, with a supreme belief in its future; patriotic to the mother country, but at the same time showing a sort of patronizing pity for her supposed want of enlightenment and progress; keen on outdoor sports and amusements, courteous and obliging, and above all things Canadians.



INTERIOR OF NOTRE DAME CHURCH.

Chapter IV.

CATHOLIC INSTITUTIONS

THE growth of Montreal, so far, has been traced from its foundation, in 1642, to the present day; and it now remains to describe, in detail, the chief points of interest and attractions to be found in and around the city.

The religious and educational institutions will be taken first, both by reason of their number and importance, and also because the history of Montreal has always been so closely identified with the Church. The Catholic institutions, being the oldest, have priority.

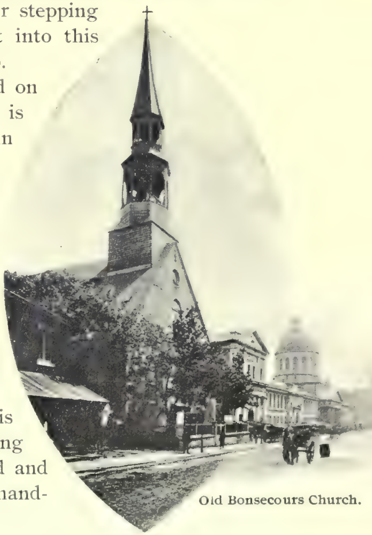
The various religious orders have invariably been large holders of real estate, and their property has become so valuable during the past hundred years, that they are now remarkably wealthy bodies. Their money has been freely spent on their churches, which consequently are, as a rule, extremely fine, with very rich interiors. The most important church in Montreal is, without doubt, the parish church of Notre Dame, the towers of which are shown on the cover of this book. The present church replaces the original parish church, built in 1672, that stood across Notre Dame street (see illustration on page 27). The building was commenced in 1824, and ranks as the second largest church on the American continent. The towers are two hundred and twenty-seven feet high, and contain a magnificent set of bells, including "le Gros Bourdon,"

Notre Dame Church from the Seminary Garden.

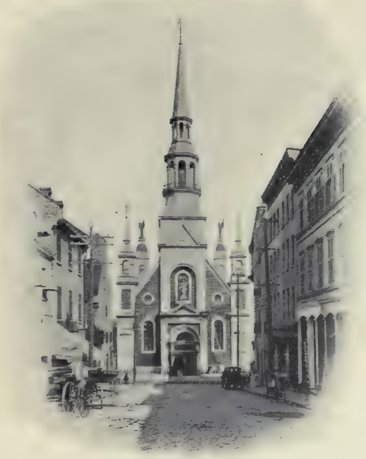
St. James Cathedral.

the largest bell in America, weighing twenty-four thousand seven hundred and eighty pounds. The interior of the church is most gorgeous, and contains many interesting objects; amongst which can be noticed the Baptistery, with its exquisite stained glass windows, a picture of the Virgin, said to be the work of St. Luke; the bronze St. Peter, whose foot is kissed by thousands of devout visitors; and the chapel of the Sacred Heart, in the rear of the grand altar. The wood-carving and painting in the latter are superb, and a wonderful effect on the senses is experienced after stepping from the traffic and bustle of Notre Dame street into this still and dimly-lighted temple of Catholic worship.

The Cathedral of the Catholic Church, situated on Dominion Square, is dedicated to St. James, and is quite a modern building, having been commenced in 1870. It is a fine example of church architecture externally, but the interior is at present very bare, and has not the same interest as the older churches, around which lingers so much history. Its most striking characteristic is the huge ball and cross that surmount the dome, rising to a height of two hundred and fifty feet from the ground, and forming a landmark that can be seen from all over the city. The Cathedral was built to replace the one on St. Denis street destroyed by fire, and was designed on the model of St. Peter's at Rome. It is built in the shape of a cross, the dimensions being three hundred and thirty feet long by two hundred and twenty-two wide. The facade stone-work is very hand-

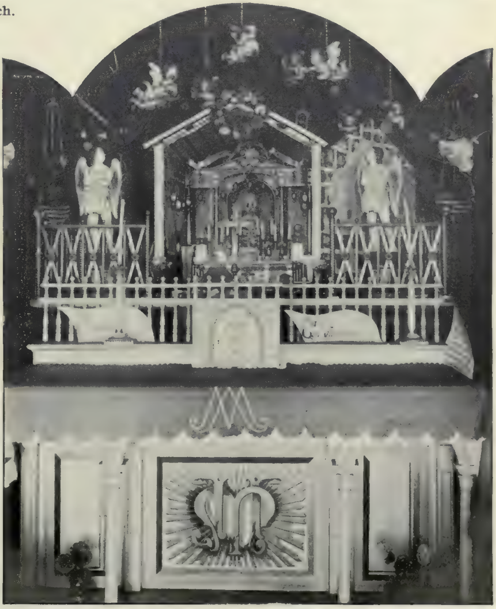


Old Bonsecours Church.


The "Restored' Bonsecours Church.

some, and is surmounted by thirteen statues, representing Christ and twelve of the saints.

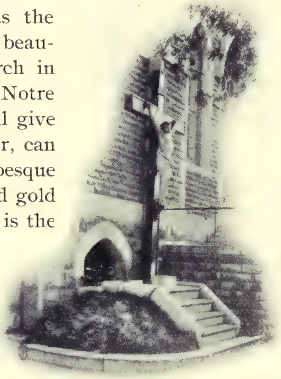
The next church to be mentioned, from point of interest, is Notre Dame de Bonsecours. In 1657 a wooden chapel was first erected (on the same stone foundation as the present church stands), Marie Bourgeoys being the patroness, and Maisonneuve himself felling the first trees used in its construction. In 1675 the chapel was rebuilt and increased to the size of the present church. It was not until 1771 that a fire necessitated the erection of the present building, or rather what would have been the present building had it not been "restored" a few years ago. That hateful word "restored" is now, unfortunately, synonymous with "spoilt." The present-day architect puts a twentieth-century steeple abomination on a quaint, old-fashioned French church, and then grumbles that the old church spoils the look of his new steeple! The church obtained its name on account of the escapes of the colony from the Iroquois. On the roof, facing the river, stands a colossal statue of the Virgin, who, being supposed to have miraculous powers for the aid of seafarers, has been the patron saint of the French sailors for nearly two hundred and fifty years. The interior is handsome, and there are some remarkable paintings to be seen on the walls. Built right up in the steeple, and


The "Santa Cassa" in the Aerial Chapel of Bonsecours Church.

St. James Cathedral, from "down-town."

reached by a winding stairway from the vestry, is the aerial chapel. This is quite unique in its position, and contains the Santa Cassa, or *fac-simile* of the house of the Holy Virgin, which is believed to have been carried by angels from Nazareth to Loreto in Italy. It is a very interesting piece of work, even apart from its religious association, and contains a very highly-prized relic in the shape of a small painting by St. Luke. This can be seen on the right-hand outer wall of the house.

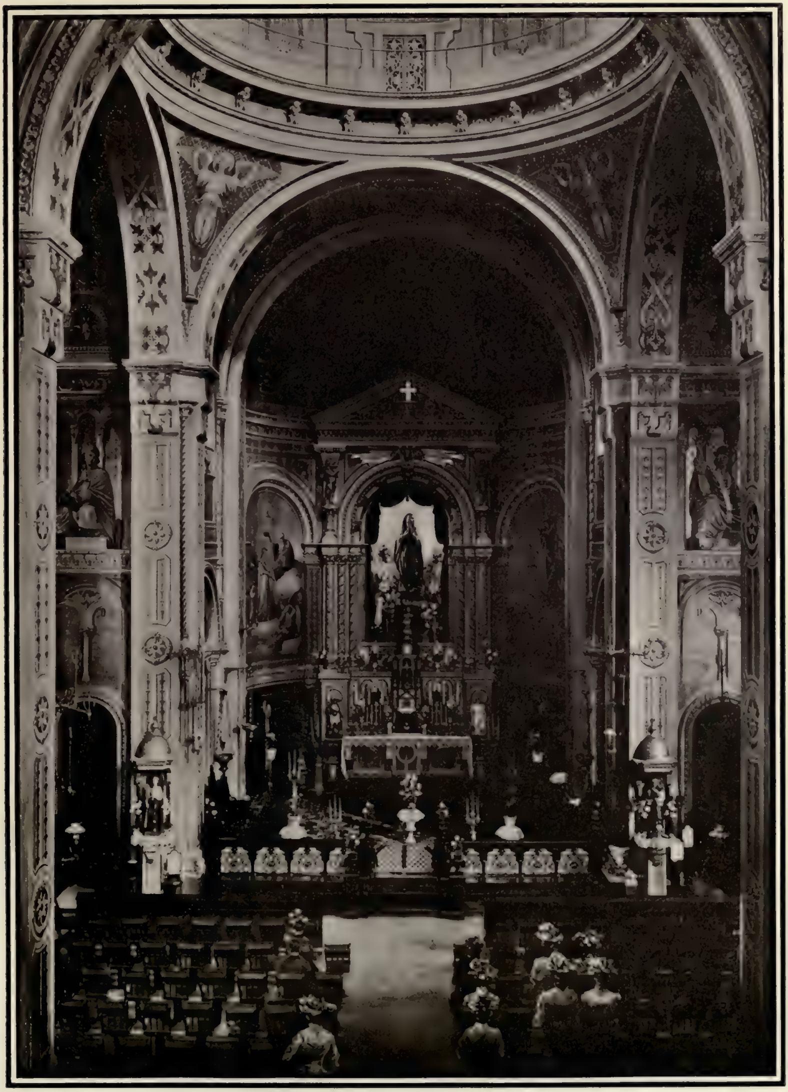
A comparatively small church near the corner of St. Catherine and St. Denis streets has the honour of having the most beautiful interior of any church in Montreal. It is known as Notre Dame de Lourdes, and the illustration opposite will give some faint idea of its beauty. No picture, however, can do justice to the exquisite colouring of the arabesque decorations, nor to the panel paintings in colour and gold on the dome. What most impresses the beholder is the statue of the Virgin above the altar. The Virgin is seen standing on a bank of clouds, with her hands crossed on the breast, and bathed in a pale rose-coloured light that comes from an unseen source above. It gives a most spiritual effect, with nothing about it incongruous or in bad taste, as in so many churches, where a religious subject is treated more like a theatrical tableau in a circus. The whole interior has been adorned with the idea of illustrating the doctrine of the Immaculate Conception of the Virgin Mary, and is the only church of its kind in all America. It was built in 1874. In the basement is a chapel containing a representation of the grotto at Lourdes, in which can be seen the altar, with the reproduction of the apparition of the Virgin to the little maid Bernadette.



Crucifix outside Franciscans' Church.

The crucifix shown here is to be found outside the Franciscan Church on Dorchester street, a little west of Guy, and is a celebrated shrine for Catholics on certain fes-

Grey Nunnery.



Interior of Notre Dame de Lourdes.

tivals of their church. Crowds of people await their turn to kneel and kiss the foot of the Christ, this being the only open-air shrine in the city proper.

Entrance to Laval University.

A few hundred yards east of this, on the other side of the street, is the Grey Nunnery, an immense building in extensive grounds. This order takes its name from the costume of the nuns, and was founded in 1747 by Madame d'Youville, who took over the old General Hospital, which had fallen on very bad times. The original nunnery was situated on McGill street (see illustration on page 16), but it had to make way before the modern demand of the warehouse ; and, in 1870, the present structure was built, which contains over three hundred rooms, and is used as an asylum for deserted infants, and the sick, infirm and destitute of all sects. The nuns are glad to receive visitors at noonday, and have an old-fashioned formal reception every New Year's Day. The sisters, novices and auxiliary sisters number nine hundred and twelve, and do an immense amount of good in the city, having no less than sixteen different institutions under their charge. The red cross to be noticed in the corner of the grounds marks the grave of a murderer, who, many years ago, under the old French law, was broken alive and left to die in the open, his mutilated remains being buried here.

Other orders having their homes in the city are the Sisters of Notre Dame de la Congrégation (referred to, with illustration, on page 8) ; the Sisters of St. Joseph, known as the "Black Nuns" of the Hôtel Dieu ; the Sisters of Providence, "les Sœurs de Charité de la Providence" (an order founded in 1843 by the late Bishop Bourget, which now numbers one thousand four hundred and thirty-five sisters), who have charge of thirteen institutions in different parts of the city, mostly connected with the care of the sick and aged poor ; the Sisters of of the Sacred Heart, with headquarters at Sault aux Recollets ; and the Sisters of the Order of the Holy Name of Jesus and Mary, whose convent is at Hochelaga. The nunnery of the Congrégation de Notre Dame can be reached through a gateway on Notre Dame street, opposite St. Lambert hill, and the three wings comprising the building surround a most charming old-fashioned garden. The order is the largest teaching order in America, the nuns numbering one thousand two hundred and thirty-four. The little church alongside the garden entrance occupies the site of the one built by Marguerite Bourgeoys (the founder of the order) in 1693. The Hôtel Dieu is described later on, with the hospitals; the others call for no special remark.

Turning now to the educational institutions, the most important is Laval University, on St. Denis street. This is a severe-looking building, relieved only by the whiteness of its walls and an extremely handsome entrance. The university proper was founded at Quebec in 1852, but in 1878 the Archbishop of Montreal obtained the establishment of a branch in this city. It has four faculties — Law, Theology, Medicine and Arts, with an affiliated school of Comparative Medicine and Veterinary Science. It is entirely French, and theological students attend for study from all parts of the Dominion.

The Montreal College is an offshoot of the Seminary of St. Sulpice, the original building, near McGill street, being erected by that body. Although the old college was a large and handsome building, in every way suitable, and surrounded by handsome grounds, it had, like the Grey Nunnery, to make way for the requirements of commercial progress, and, consequently, the "Petit Séminaire," as it was called, moved into their present home on Sherbrooke street. It now occupies one of the most historic sites in Montreal, *i.e.*, the site of the old "Fort de la Montagne" (see page 8), and two of the original four corner-towers still remain in the grounds. The pupils number four hundred and fifty, some being trained for the priesthood, others for various professions. The other large building situated higher up the hillside is a new institution for the headquarters of the Order. In the days when this spot was occupied by the Indian Mission Station, the two towers were used, respectively, as a chapel and a school. On the chapel tower is a French inscription which, translated, reads: "Here rest the mortal remains of François Thoronhiongo, Huron. Baptized by the Reverend Père de Brébœuf. He was, by his piety and his probity, the example of the Christians and the admiration of the unbelievers. He died, aged about one hundred years, the 21st April, 1690." On the other tower is a memorial to one of the nuns of the Congrégation de Notre Dame who taught the Indians Christianity.

Montreal College.

A little to the east of the college there is placed, on the wall on Sherbrooke street, a tablet to mark the camping-place of the British army under Amherst, at the time of the capitulation of the city by Vaudreuil.

Another large educational institution is St. Mary's College for boys, on Bleury street, conducted by the Jesuit Fathers, who also have the direction of Loyola College, on Drummond street. It is one of the few remaining institutions owned by the once powerful Jesuit order, whose first home in Montreal, on Notre Dame street, occupied the site on which the Court House and City Hall now stand. The order was suppressed in Canada in 1772, and became extinct in Montreal in 1800, on the death of the last surviving member. In 1839 they were permitted to return, but have never got back their original power and position. The college contains a first-rate library and a very rare collection of early historical documents and relics pertaining to Canadian history. The Reverend Father Jones has been chiefly instrumental in getting this collection together, having a strong love for everything relating to the history of his country, of which no man is better informed. Adjoining the college is the Church of the Gesu, opened in 1865, but as yet unfinished, the intention being to continue the present stunted towers into spires. The interior is beautifully decorated and contains some magnificent frescoes and oil paintings. This church is specially noted for its exceptionally fine music, the Sunday evening service being the best time to hear it.

St. Mary's College.

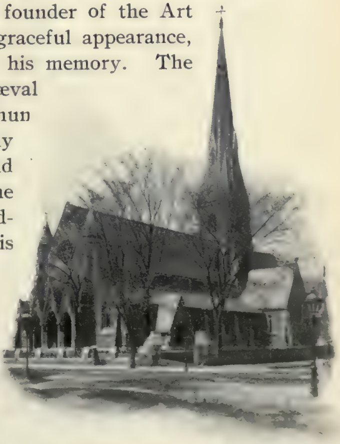
It must not be thought that the above exhaust all the interesting places owned by the Roman Catholics, as besides the ones mentioned and illustrated, time spent on visiting any of the following will be well repaid: St. Patrick's Church, on Alexander street; St. Jacques, at the corner of St. Denis and St. Catherine streets, with the highest spire in the city; St. Henri Parish Church; and Notre Dame de Nazareth, on St. Catherine street, between St. Lawrence and Bleury, which has a most lovely interior. Two other important institutions are the Catholic High School, on Lagauchetière street, and Mont St. Louis Institute, on Sherbrooke street.

CHAPTER V.

PROTESTANT INSTITUTIONS

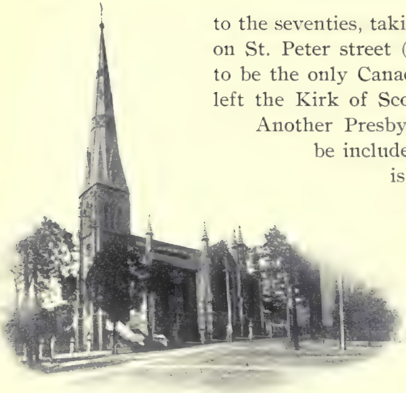
PROTESTANT churches of various denominations are extremely numerous in Montreal, and the number of spires everywhere to be seen (both Roman Catholic and Protestant) has given the city a reputation for more sanctity than, perhaps, it deserves. Amongst them all, Christ Church Cathedral has first place, as it is the Engish cathedral, and also the most perfect church, architecturally, in Canada. The original Christ Church has already been referred to on page 26, but that church being burned in 1856, a new one became necessary, and, following the example of moving "up town," set by so many institutions, the present site was selected, and the Cathedral opened for worship in 1859. The credit for such an architectural gem is due to the late Bishop Fulford, the founder of the Art Association, and a spired monument of extremely graceful appearance, in the eastern side of the churchyard, perpetuates his memory. The exterior of the Cathedral is ornamented with mediæval gargoyles, pinacles and corbels, and the spire is two hun dred and eleven feet high. The interior is well worthy of the building, and the beautiful stone font should not be overlooked. In the northwest corner of the churchyard is the Chapter-house, a very artistic building of octagonal shape. The Archbishop's palace is situated in the rear of the grounds.

What is generally known as the Scotch Cathedral, or, properly speaking, St. Andrew's Church, is located half-way down Beaver Hall Hill, on the right. Its spire, one hundred and eighty feet high, is second only to Christ Church for grace and beauty of proportion, and the church is a very fine specimen of Scottish Gothic architecture. It dates back



Christ Church Cathedral.

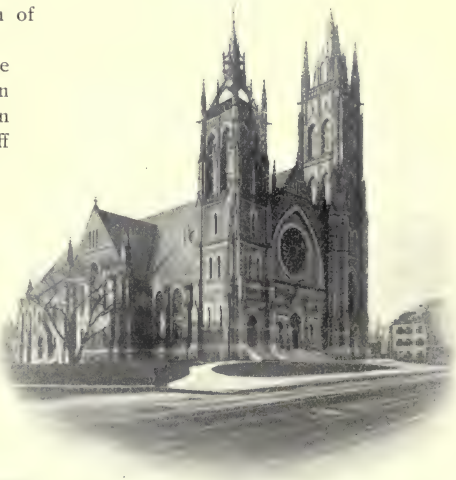
to the seventies, taking the place of the original St. Andrew's, on St. Peter street (which was founded in 1804), and claims to be the only Canadian Presbyterian Church that has never left the Kirk of Scotland.



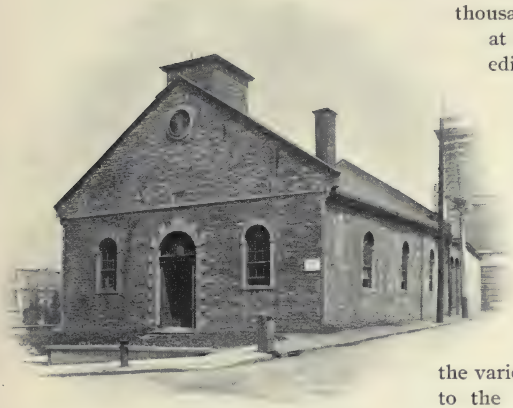
St. Andrew's Church.

Another Presbyterian Church (which ought properly to be included among the old landmarks of Montreal) is also illustrated. This is old St. Gabriel's, adjoining the Court House, on St. James street, and was the first Protestant church to sound a call to worship in Canada. It was built in 1792, and remains the same to-day, excepting for the loss of a small spire. Prior to its erection, the Protestants used to to hold their services in the Recollet Church, on Notre Dame street. A special part of the interior was assigned to the use of the troops when any Scottish regiment was quartered in the town, and for some years it was the only house of worship for those who were not of the Catholic faith. In 1886 the congregation moved to a new church on St. Catherine street, near Phillips Square, and the decree has now gone forth for the demolition of this old relic of byegone days, in order to make room for the extension of the Court House.

In very strong contrast to this little church is the big Methodist Chapel on St. Catherine street, which is situated in an open space well calculated to show off its proportions. Built of red and yellow stone, with an immense Catherine-wheel over the main doorway and ornamented pinacles surmounting the towers and windows, it is one of the handsomest churches in the city, and cost in the neighborhood of three hundred thousand dollars. The first chapel was built in 1821 and occupied a very valuable site on St. James street, on which the present Temple Building now stands. It seated about one



St. James Methodist Church.

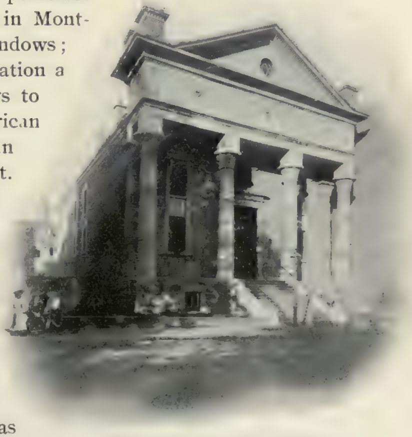


Old St. Gabriel Church.

thousand people, and was considered at the time to be the most beautiful edifice in the city ; but demand for space in the business part of the town made the site too valuable to justify its occupation, and now suites of offices occupy the position of the old church. (See illustration on page 38.)

The number of Presbyterian churches in Montreal is remarkable, when one considers the relative numbers of the various sects in the city. According to the 1901 census, the inhabitants of Montreal were known as follows : Catholics, 245,967; Anglican, 28,756; Presbyterian, 22,980 ; Methodist, 10,275 ; Jews, 6,861 ; other sects, 10,336—making a total of 325,175 ; yet the Presbyterian churches number almost as many as the Catholic, the Scotchman being as much to the fore in religion as he is in business. The American Presbyterian Church, on the south side of Dorchester street, a little to the west of the Windsor Hotel, is of an unusual style of architecture—not altogether to be admired—and was opened in June, 1866, costing in all $68,000. It possesses the best organ of any Protestant church in Montreal, and some magnificent stained glass windows ; and always numbers amongst its congregation a large proportion of the American visitors to the city. The first organization of American Presbyterians in Montreal took place in 1822, an aggrieved minority of the old St. Andrew's Church congregation seceding therefrom, to form a congregation of their own. After being for some time without a proper place of meeting, they finally built their first house of worship on the corner of McGill and St. James streets, which was opened in 1826.

The Erskine Church, on Sherbrooke street, at the corner of Ontario avenue, is a modern Presbyterian church, which was

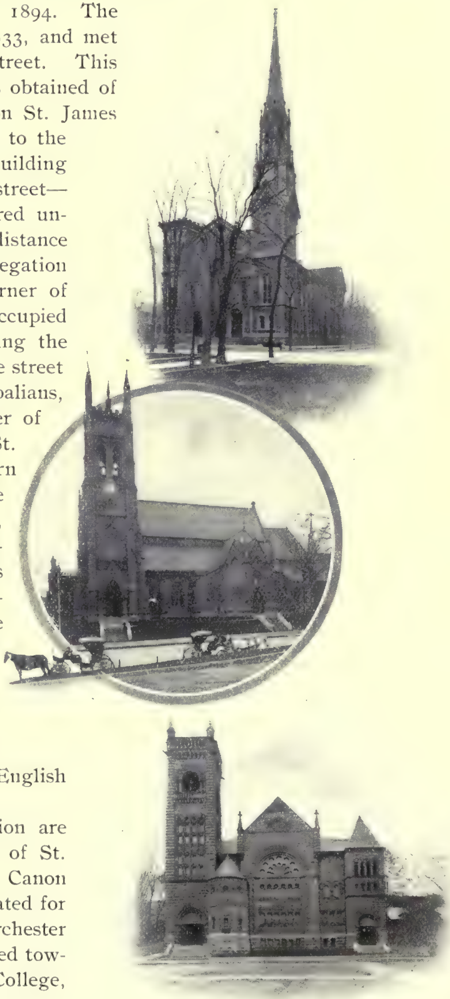


Jewish Synagogue, Stanley Street.

first opened for worship in September, 1894. The congregation was first organized in 1833, and met at Bruce's school-room, on McGill street. This was too small, and temporary use was obtained of the American Presbyterian Church, on St. James street. The congregation belonged to the Scotch Secession Church, and the first building (opened 1835) was on Lagauchetière street—a site that, at the time, was considered unfavourable as being at too great a distance from the city. In 1866 the congregation moved to a new building at the corner of Peel and St. Catherine streets (now occupied by Hamilton's store), finally occupying the present handsome edifice on Sherbrooke street

Returning once more to the Episcopalians, there has been chosen from a number of equally fine buildings the Church of St. George, which is situated on the western side of Dominion Square, opposite Windsor Street Station. This church, which is said to have the largest Protestant congregation in Montreal, has some very fine stained glass in its windows, and possesses an excellent male choir. It is one of the few churches in Montreal that has a clock in the tower (Christ Church Cathedral has one also). The lack of clocks on the public buildings and churches is very noticeable in Montreal, especially to English people.

Other churches worthy of mention are St. James the Apostle, at the corner of St. Catherine and Bishop streets, of which Canon Ellegood is rector, and which is celebrated for its fine singing; St. Paul's, on Dorchester street, with a beautiful pair of pinnacled towers resembling those of Magdalen College, Oxford; St. John the Evangelist (extreme Ritualist), at the corner of Ontario and St. Urbain streets; the Unitarian Church, on



American Presbyterian Church.
St. George's Church.
The Erskine Presbyterian Church.

Beaver Hall Hill, built on the site of "Beaver Hall" (the residence of a famous old Northwest Company trader); and the Crescent Street Church, with its beautiful steeple.

One more religious house is to be mentioned before going on to the educational institutions, and, being neither Protestant nor Catholic, it has been left to the last. The Jewish Synagogue, on Stanley street, is referred to, a fine building, with four magnificent stone columns supporting the portico—almost of Egyptian appearance. The Jews, of whom Montreal has a considerable number, built their first house of worship on Notre Dame street in 1777, and now have five synagogues; also a splendid new school on Bleury street, opened in 1902.

The Protestant educational institutions in Montreal can be divided into three groups, *i.e.*, McGill University, the High Schools and the ordinary schools, the two latter being under the charge of the Protestant School Commissioners, and supported by a tax of one-fifth per cent. on real estate in the city (religious or educational property excepted) and one-third per cent. of the tax on companies, etc. As regards the real estate tax, only that collected on the property of Protestants goes to the Protestant Commissioners; the levy on Catholic property going to support the Catholic schools, as does also the two-thirds per cent. of the tax on companies, etc.

Redpath Museum.

Redpath Library.

McGill University derives a splendid revenue from the many munificent gifts and bequests that have, from time to time, supplemented the original legacy of James McGill. Although the charter was granted in 1821, it was not until 1829 that the university was formally opened. For some years it was in a very precarious position financially, and had to dispose of the greater part of its land (originally extending to Dorchester street). In 1852 the charter was advantageously amended, and, with the late Sir William Dawson as Principal, and the

McGILL UNIVERSITY.

1. The Avenue.
2. Physics Building.
3. Medical Building.
4. Engineering Building.
5. Mining and Chemistry Building.
6. James McGill, Esq.
7 and 8. Arts Buildings.

monetary aid of several Montreal citizens, the future of the university at last became assured. It is now one of the best universities on the continent, and, for scientific equipment, far excels any other university in the world, thanks to the unstinted generosity of Sir William McDonald. Lasting monuments to the memory of generous benefactors exist in the various buildings themselves, the William Molson Hall, Peter Redpath Museum, Peter Redpath Library, McDonald Physics and Engineering Buildings, and the Thomas Workman Department of Mechanical Engineering, all recalling the names of famous Montreal philanthropists. The various buildings are grouped in large, and beautifully wooded grounds between Sherbrooke street and Mount Royal, and are of very diverse forms of architecture. The different faculties of the University are as follows: Medicine, the oldest and most celebrated (with which is affiliated a School of Veterinary Science); Arts; Law; Applied Science, including Practical Chemistry, Civil, Mechanical, Mining and Electrical Engineering; and Comparative Anatomy. The Diocesan, Wesleyan, Presbyterian and Congregational Theological Colleges are affiliated with McGill, as is also the Royal Victoria College for Women.

The Royal Victoria College.

Two splendid institutions in close connection with McGill are the Redpath Library and Redpath Museum. The former, although quite a recent gift, already contains a very large number of volumes. It is a very picturesque building, overlooking the McGill campus, and is especially rich in scientific works and historical literature relating to Canada. It also possesses a *fac-simile* of the Doomsday Book—that first charter of English liberty. The Redpath Museum lies to the left of the main avenue, and calls to mind the pictures of the ancient Greek temples, being by far the most perfect of all the McGill buildings. The great hall is beautifully finished in Grecian character, and amongst the many interesting things that the museum contains may be mentioned the following: A magnificent geological collection; the late Dr. Carpenter's unique collection of shells; many remarkable specimens of natural history; a most curious lot of wood-carvings by the Indians of the coast; and a large number of aboriginal relics discovered around Montreal and other places. Both these buildings were the gift of the late Peter Redpath, and are proving of exceptional value to the university.

The Royal Victoria College is situated on Sherbrooke street, a little to the east of the McGill grounds, and was erected and endowed by that beneficent millionaire, Donald Smith, Lord Strathcona and Mount Royal. It was opened in 1899, under the direction of Miss Oakley, a lady of exceptional ability, who has gathered around her a most brilliant staff of assistants. The building cost three hundred thousand dollars (with an endowment of one million dollars in addition), and is a handsome structure of grey limestone, with one absolutely unique feature at its main entrance—a statue carved by one of the English royal family. This represents the late Queen Victoria, seated on the throne, with sceptre in hand, and was the work of the Princess Louise, Duchess of Argyle, being a worthy companion to her statue of the late Queen in Kensington Gardens, London. By the opening of this institution the opportunity of residence and college life was given to women students of McGill University, of which the college is a part (developing from the old "Donalda Department" of the Arts Faculty). It has provision for resident students, of whom there are now (January, 1903) thirty-one, and is also used as a day college by the non-resident students, who have here a common-room, library and gymnasium, as well as lecture-rooms for the first and second years of their course. The undergraduate students, resident and non-resident, number one hundred and sixty-six, and the courses of study are identical with those of men in the Arts Faculty of McGill, leading to the degrees of B.A. and B.Sc.; the only subject special to women being that of music.

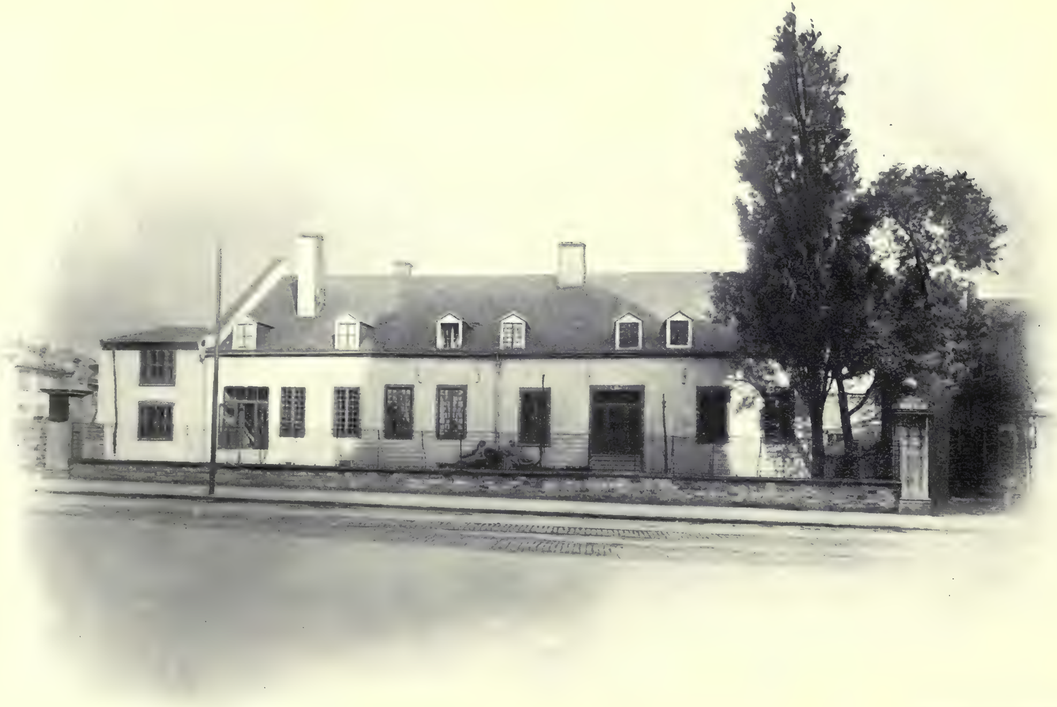
Peel Street High School.

Aberdeen School.

The High School, on Peel street, ranks next to the colleges mentioned above, and is a large square building of red brick, with separate divisions for boys and girls. It was founded in 1843, and, in 1846, took over the privileges and duties of the old Royal Grammar School (established in 1816). It was united with

McGill University in 1853, and placed under the direction of the Protestant School Commissioners in 1870. The present building was completed in 1892, taking the place of a fine stone building between Metcalfe and Peel streets, destroyed by fire the year previous. The average daily attendance is about eleven hundred and fifty, and the course of instruction covers from the kindergarten to the matriculation standard of McGill University.

The other building illustrated is the Aberdeen School for boys and girls, on St. Denis street, opposite St. Louis Square; and it may be taken as a good example of the ordinary schools of the city. The school building originally consisted of two very handsome houses, which were adapted and extended in 1895, at a cost of forty thousand dollars. Here the daily average attendance of pupils numbers seven hundred and fifty. There are altogether fifteen schools under the direct control of the Protestant Commissioners, having a daily attendance of over eight thousand pupils, and there are also a number of private schools and business colleges. The Catholic schools number over seventy, of which the nuns of the Congrégation de Notre Dame direct twenty-eight, attended by some ten thousand pupils; and the Brothers of the Christian Schools (whose mother-house was illustrated on page 24) have control of eight, with six thousand pupils.



Chateau de Ramezay

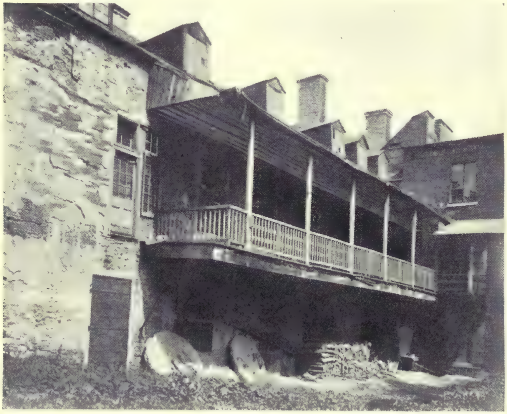
CHAPTER VI.

THE CHIEF BUILDINGS

THE Château de Ramezay, by reason of its historical associations, occupies first place amongst the public buildings of the city. It is a long, low, old-fashioned-looking building, facing the City Hall, being erected in 1705 by Claude de Ramezay, Governor of Montreal; and occupied by him as his official residence for nearly twenty years, during which time he directed the military operations against the Indians and the English colonies. After his death, in 1724, his widow retained possession of the château until it became the property of "La Compagnie des Indes," in 1745. For some years it was the headquarters of this great fur company, and hither came, twice a year, large crowds of *coureurs des bois* and Indians to exchange their products for other merchandise. After the conquest it came into the hands of a Mr. William Grant, who leased it to the British Government, by whom it was used once more as the residence of the governors. When the American revolutionary army occupied Montreal, in 1775, Montgomery made the château his headquarters, and from here were issued manifestoes and addresses to the Canadian people calling upon them to cast off their allegiance to Great Britain. Commissioners were appointed by the American Congress to persuade the Canadians to join the thirteen colonies in their revolt, and Benjamin Franklin, Samuel Chase and Charles Carroll (one of

Garden of the Château de Ramezay.

the signatories of the Declaration of Independence) held many futile conferences here, especially with the Roman Catholic clergy. Franklin brought with him a printing-press, which was set up in the vaults of the château by a French printer named Mesplet (see page 25). When the Americans retired, the Govment once more took over the château, finally purchasing it for the official residence of the governors. For many years it was known as "Government House," and after the union of Upper and Lower Canada, in 1841, when Montreal became the political capital, it was used as departmental offices. In 1849 the Rebellion Losses Bill was passed, by which those who had taken part in the rebellion of '37 were to be compensated for the losses they had sustained. This so enraged the more loyal citizens that they arose in a mob and burned the Parliament House (situated where there is now the open space opposite the new Grand Trunk Railway offices). The bill was saved and taken to the château by the Earl of Elgin, who was mobbed on his entrance and exit from the building. This rising caused the removal of the seat of government from Montreal, and the vacated château was utilized as a court house, and continued as such until the completion of the present Court House. It was then used as the headquarters of the Superintendent of Public Instruction for Lower Canada, and, afterwards, the Jacques Cartier Normal School had possession until 1872, when they moved out to the building on Parc Lafontaine. When a branch of Laval University was opened in Montreal, it took up its quarters here, only to give place to a magistrate's court, a little later, which continued its tenancy until 1893, in which year it was transferred to the present Court House. The Government having resolved to sell the property, the Numismatic and Antiquarian Society took steps to acquire it for the people, and, thanks to their endeavours, the buildings and land were purchased by the city in 1893. It is to-day one of the most interesting and instructive places in Montreal, containing a unique collection of old prints, pictures, coins, arms, and relics of every description. The old council-chamber, kitchen and massive vaults can still be seen, the latter being as perfect as when first built. The château lies back a little from

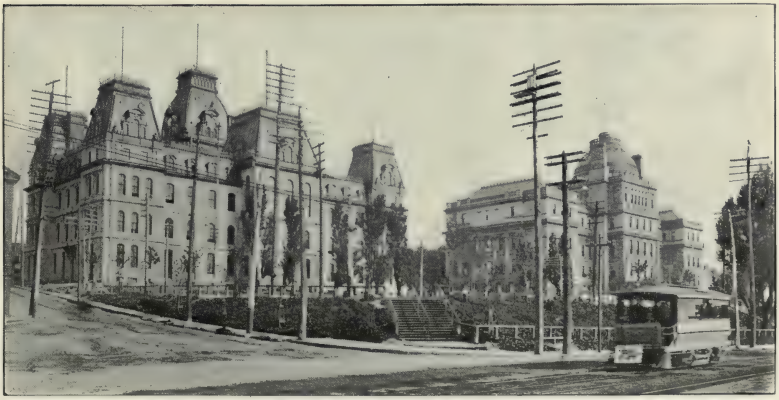


Rear View of the Château de Ramezay.

Notre Dame street, with a garden in front, in which there is placed an old cannon found by a wrecking-vessel when working on a sunken coal-steamer in Louisbourg harbour, some years ago. It is believed to have been part of the armament of the French frigate "La Prudente," that went down, after burning to the water's-edge, during the siege of Louisbourg in 1758. The Numismatic and Antiquarian Society now have charge of the museum.

Almost opposite the château are two large stone buildings, the one to the east being the City Hall, and the other the Court House. The only distinguishing features about them are the clock-tower and corner-turrets of the City Hall, and the Ionic portico of the Court House. They both have frontage on Notre Dame street, and overlook the Champ de Mars in the rear, the picture below showing the latter view. The civic meetings in the City Hall are conducted in both the French and English languages, making it practically essential that the aldermen should speak both tongues fluently. The officials are mostly French, and, like all civil servants, have a delightfully easy time. The vaults underneath the Court House contain many historical records of the city. The Court House was erected in 1856, on the site of the old Jesuit monastery, and a tablet on the walls records the history as follows: "Here stood the church, chapel and residence of the Jesuit Fathers. Built 1692. Occupied as military headquarters 1800. Burnt 1803." Charlevoix and Lafitau, amongst others, sojourned here. On the square in front four Iroquois suffered death by fire, in reprisal, by order of Frontenac, 1696.

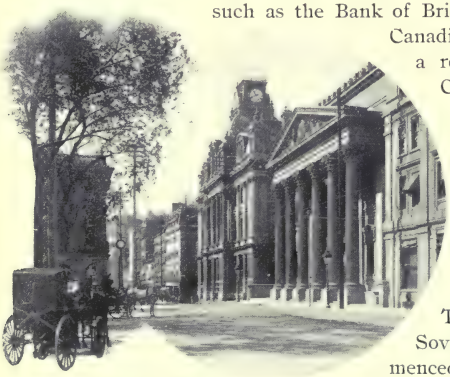
The next public building to be described is the Post Office, on St. James street, adjoining the Bank of Montreal. This was finished in 1876, and is a handsome building in the French Renaissance style, surmounted by a clock-



City Hall and Court House.

tower. The sorting and delivery of the mails is handled very expeditiously, but the interior arrangements for selling stamps, money-orders, etc., and the parcels customs department are more suitable for a town of twenty thousand people than a city with over three hundred thousand.

The Bank of Montreal, shown next the Post Office and also opposite, has already been referred to, with a short history of its growth, so that it may be passed by now with but a few words. It takes high rank amongst the banking institutions of the world, coming close after the "Old Lady of Threadneedle Street," better known in this country, perhaps, as the Bank of England. Its directors have invariably been men of such high character and proved ability as to make the soundness of their banking policy a foregone conclusion. This, indeed, applies to the Canadian banks in general, institutions such as the Bank of British North America, Molsons Bank, Canadian Bank of Commerce, etc., having a reputation that extends far beyond Canadian commercial circles. There are thirty-four chartered banks in Canada, with an authorized capital of $76,000,000 and a paid-up capital of $68,000,000. Montreal being the great commercial centre of the Dominion, contains the head-offices of a number of the banks, and branches of all the most important. The latest to open business here is the Sovereign Bank of Canada, which commenced business on the 1st of May, 1902. The Government issues $1, $2 and $4 bills, and also one or two of high denomination, but the bulk of the currency is issued by the various banks in $5, $10, $20, $50 and $100 bills. This note circulation is guaranteed by a deposit made with the Dominion Government by each one, which is drawn upon, if necessary, to redeem the notes of any bank that should go into liquidation—an eventuality that has not yet come to pass.



Bank of Montreal and Post Office.

The growth of the city westwards is now making it necessary for the various banks to follow their clients; and, consequently, branches are being opened up in the western part of the city, where, a year or two ago, a bank building was unknown. On several choice corner sites building operations are already under way, and, if the finished buildings come up to the plans, Montreal will soon become as celebrated for her banks as for her churches.

The illustrations on page 65 show some typical bank buildings in the city. The Bank of British North America ranks next to the Bank of Montreal as regards age, being opened in 1837. It is a building that few people

SOME OF THE PRINCIPAL BANKS.

1. Bank of Toronto.
2. Bank of British North America.
3. Molsons Bank.
4. Bank of Montreal.
5. La Banque Nationale.

2

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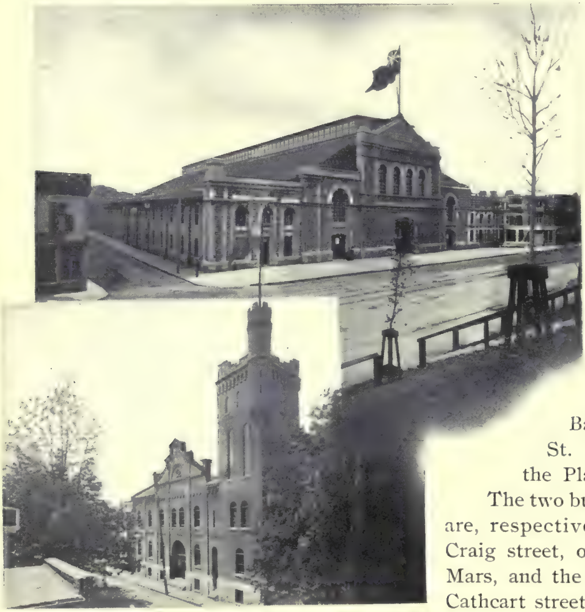
notice, owing to its frontage being flush with the neighbouring offices. It is, however, well worthy of attention. Molsons Bank, on the same side of St. James street, but a little further west, is a massive building of dark stone, with pillars of polished Scotch granite, and dates back to 1855. The Bank of Toronto has a commanding position facing Victoria Square, and, being built of red sandstone, is one of the most conspicuous buildings down-town. The American flag, flying here, marks the United States Consulate, located above the bank. La Banque Nationale is one of the leading French banks, and occupies modern premises at the top of Place d'Armes Hill. Other important buildings (which, unfortunately, do not lend themselves to illustration) are the Canadian Bank of Commerce and the Merchants Bank of Canada, on the north side of St. James street (two of Montreal's "sky-scrapers"), the Royal Bank of Canada, on Notre Dame street, and the Bank of Hochelaga, on St. James street, east of the Place d'Armes.

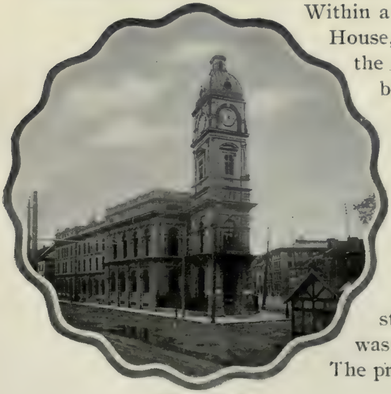


Drill-Hall and Victoria Rifles' Armoury.

The two buildings next illustrated are, respectively, the Drill-Hall, on Craig street, opposite the Champ de Mars, and the "Vics" Armoury, on Cathcart street. The first mentioned covers an immense piece of ground, and contains a main hall capable of holding fifteen thousand people, with quarters for the different volunteer regiments represented in Montreal, *i.e.*, 1st Prince of Wales Fusiliers, 3rd Victoria Rifles, 5th Royal Scots, the 65th, Garrison Artillery, Montreal Field Battery, Duke of Connaught's Hussars, Army Medical Corps, and the Army Transport. The only regiment that has a home of its own is the 3rd Victoria Rifles, popularly known as "The Vics." This regiment was organized in 1862, and the Armoury opened in 1887, being built and fitted up by subscriptions raised amongst the members and the leading business houses and citizens of the city; the members devoting their yearly grant from the Government to maintaining it. The building contains mess-rooms, officers' quarters, bowling-alleys, Morris-tube rifle-ranges, billiard-rooms, etc., and a splendid drill-hall, fitted with a fine stage at one end, for use in theatrical entertainments and concerts. The regiment is authorized to bear the word "Eccles Hill," in recognition of services rendered by the corps in that engagement during the Fenian raid of 1870.

Inland Revenue Office (Place Royale).

The Inland Revenue Office is an old square building, situated in a little square on the river-front, near the Custom House, and is sometimes known as the Old Custom House. This square was the first public square of Montreal, and for some time the town market-place, being granted to the town by the seigneurs of St. Sulpice, in 1676. Many of the horrible public executions under the old French law took place here. The picture on page 30 shows the appearance of the square in 1830, the building in the background being the old Point à Callieres store, on the site of which the Custom House now stands. Near-by is the Sailors' Institute—a highly popular institute amongst seafaring men—which has first-rate reading, writing and game rooms, and provides concerts every Tuesday, tea and temperance meetings on Saturdays, and religious services on Sundays.

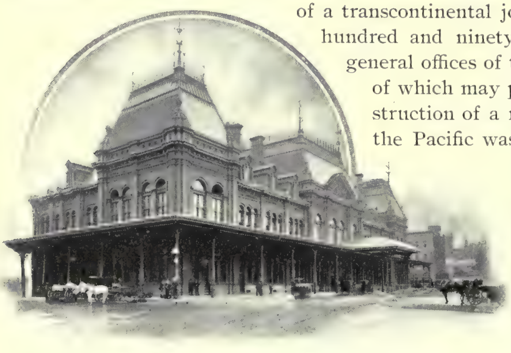

Custom House.

Within a few yards of the square is the new Custom House, a handsome triangular building, almost on the water-edge. To Montrealers this ought to be the most revered spot in the whole city, as it was on this very piece of land that Champlain established the trading post which marked the first white man's settlement on the island. Maisonneuve also landed near this point, an obelisk standing in the middle of Foundling street marking the exact spot (see page 7). St. Peter's river had an outlet into the St. Lawrence along Foundling street, and the triangie of land formed thereby was known for many years as Place Royale. The present building was purchased in 1870, and an immense volume of business is transacted under its roof. The street running the length of the harbour-front is known as Commissioners street, but, owing to the present harbour improvements, it is not now in very good shape. A walk along the top of the revetment-wall gives a capital idea of the extent of the new harbour works.

Windsor Street Station (Canadian Pacific Railway).

In the rear of Custom House Square there is a small court, off St. Paul street, which leads to the warehouse of Frothingham & Workman. The space occupied by this court was the site of the first manor-house in Montreal, a tablet on the wall recording the facts, as follows: "Upon this foundation stood the first manor-house of Montreal, built 1661, burnt 1852, rebuilt 1853. It was the Seminary of St. Sulpice from 1661 to 1712. Residence of de Maisonneuve, Governor of Montreal, and of Pierre Raimbault, Civil and Criminal Lieutenant-General."

The buildings so far mentioned have been practically of a public character, and now those belonging to private corporations or companies will be taken; the most important of which are the railway stations. The station of the Canadian Pacific Railway is one of the most imposing-looking buildings in Montreal, and is situated on the southwest corner of Dominion Square. Besides being the terminus of a transcontinental journey of two thousand nine hundred and ninety miles, it also contains the general offices of the company, a short history of which may prove interesting. The construction of a railroad from the Atlantic to the Pacific was first decided upon in 1867, by the then newly confederated Dominion of Canada. The first eight years were taken up with survey work and consideration of conflicting opinions, construction proper not being started until 1875. Even then



Bonaventure Station (Grand Trunk Railway System).

so little headway was made, that, in 1880, it was decided to surrender the work to a private company, and the following year the Canadian Pacific Railway Company was organized, who contracted to complete the line within ten years in consideration of twenty-five million dollars in money, twenty-five million acres of agricultural land, and the free gift of such road as was already built. In spite of the financial and engineering difficulties of the first few years, the work was successfully completed, and, on the 7th November, 1885, the last rail was laid in the main line; and at the close of the year the Company, not yet five years old, was in possession of no less than 4315 miles of railroad. (This figure has now grown to 8646 miles.)

Place Viger Hotel.

Although the Canadian Pacific has the greatest mileage of any Canadian railway, the Grand Trunk System is the pioneer line of the Dominion, and, in fact, one of the earliest pioneers of railway enterprise on the whole American continent. Their charter was granted in 1851, and two years later the line from Montreal to Portland, Maine, a distance of two hundred and ninety-seven miles, was opened. Since that time, by the extension of the main line and branches and the consolidation of several other railroads, the entire system has grown to such an extent that now a total mileage of four thousand one hundred and eighty-two miles is under the one management. The enterprise which materialized this solidification of rival lines into one harmonious system, has extended a network of steel over every city and town

Windsor Hotel.

of importance in the Province of Ontario and the State of Michigan in the west, and the Province of Quebec and States of Vermont, New Hampshire and Maine in the east, and has united the great lakes with the Atlantic, tapping the enormous trade of Lakes Erie, Huron and Michigan at a number of points. The Montreal station is situated at the foot of Windsor street, the general offices of the company occupying magnificent new premises on McGill street.

Young Men's Christian Association Building.

Other railways entering Montreal are the Intercolonial, the Canada Atlantic, the St. Lawrence and Adirondack, the New York Central, the Delaware and Hudson, the Central Vermont, the Rutland, and the Great Northern railways.

Two of the leading hotels of Montreal are chosen for illustration. The Windsor, on the corner of Dorchester street and Dominion Square, has a very commanding position, facing the finest square in the city, and at the same time being in the centre of the best part of the town and quite near the railway stations. It is, apparently, popular with visitors to the city, and its four hundred rooms and magnificent rotunda are invariably well filled. An immense concert-hall is situated in the rear, where such artists as Madame Albani, Paderewski (not to speak of the infant prodigies with the foreign names) are to be heard when they are visiting this continent.

The other picture shows the Place Viger Hotel and Station of the Canadian Pacific Railway, this being one of the series of magnificent hotels owned and operated by that company. The station occupies the site of the old citadel, built in 1685, which replaced the mill erected by Maisonneuve

Art Gallery.

in 1660. The hill on which it was built was levelled and presented to the city, in 1821, by Earl Dalhousie, and the square thus formed was named after the donor. In 1898, when the present station and hotel were opened, the square lost its character as an open space, and is now used as freight-yards by the Canadian Pacific Railway.

Amongst other first-class hotels are the St. Lawrence Hall, on St. James street, near the Post Office ; the Queen's, opposite the Grand Trunk Station ; and the Turkish Bath, on McGill College avenue (an up-town hotel).

Coming now to buildings that have more of a social character, first place must be given to the Young Men's Christian Association, on Dominion Square. This is a very striking-looking building of red brick, faced with gray stone, and is an institution that has accomplished an immeasurable amount of good in encouraging the physical, moral and social development of its members. The interior is supplied with every requirement for carrying out this work ; containing a first-rate hall, reading-room, dainty parlour, library, lecture and class rooms, a splendid swimming-bath, and a gymnasium as near perfect as money can make it. A limited number of cosily-furnished rooms can be rented by the members, and a long list of applicants, waiting for a vacancy, is the surest sign of how valuable they are regarded. Montreal was the first city in America to found a Young Men's Christian Association, and it has good reason to be proud of the result.

Another institution that has for its object the development of character, although in a more limited degree, is the Art Gallery, on Phillips Square. This belongs to the Art Association, founded, in 1860, by the late Bishop Fulford. Unfortunately its appearance is spoiled by the shops that occupy the lower part, as they distract the eye from the building, and give to it the aspect of a mere block of stores. The association is indebted to the late Benaiah Gibb for the site, the start of the collection, and sufficient money to erect the present gallery. Although containing no very valuable pictures as yet, there are several fine examples of the Dutch school and an excellent nucleus for what will soon be a collection worthy of the city. Loan exhibitions take place from time to time, when many art-treasures from Europe and the States are on view ; and art-classes are held in the studios of the association, under the direction of competent masters, by which a complete course of study may be followed, at a very reasonable fee. The membership-roll now stands at seven hundred and seventy-two, and the number of visits to the gallery for the year 1902 was twenty-two thousand six hundred and sixteen. There are several private collections in the city, owned by different citizens, any one of which would alone do credit to a first-class art-gallery of a large city.

The clubs of Montreal are many and varied, comprising social clubs, athletic clubs, yacht clubs, hunt clubs, etc. The two chief social clubs are the St. James's Club, on Dorchester street, and the Mount Royal Club, on Sherbrooke street—snobbishly nicknamed the "Millionaires' Club." The former was established in

1857, and has a membership of one hundred and fifty. The Mount Royal Club was formed more recently, and does not encourage the admission of young members. It occupies very handsome premises (at one time the residence of the late Sir John Abbott), which, however, suffered very severely from fire in 1902. The various athletic clubs will be referred to in the chapter on "Sports and Pastimes," with which they are so closely allied.

St. James's Club.

Mount Royal Club.

There are still a few more buildings of importance to mention before closing the chapter with a brief description of the hospitals. The Board of Trade building, on St. Sacrament street, is but just completed (1903), being erected on the site of the former structure, burned down in 1901. It contains two hundred and fifty offices, and cost altogether about $600,000. The Fraser Institute, on the corner of Dorchester and University streets, is the only free public library in the city, and was established by the will of the late Hugh Fraser. Books may either be read on the premises or taken home on leaving a deposit of three dollars. The Mechanics' Institute, on St. James street, founded in 1828, also contains a large library, not, however, free. The Natural History Society has a number of rare scientific books and many valuable specimens, including a famous collection of Egyptian antiquities and the most perfect collection of Canadian birds in the world. Bonsecours Market, on the water-front, occupies the site of the palace of the French Intendants, and part of it was at one time the City Hall. (The open-air market on Jacques Cartier Square, which is one of the show-places of the city, is described hereafter.) Then there are the insurance companies, with their towering office-buildings that dwarf everything beside them. Chief of these are the New York Life, the Sun Life, the Guardian, the Royal, London and Lancashire, Liverpool, London and Globe, the Standard, the Canada Life, and the North British and Mercantile. The Montreal Street Railway Company has very handsome offices on Craig street, adjoining the new Bank of Montreal extension ; and the Montreal Stock Exchange has a noble building, of Grecian design, under way on St. Francois Xavier street. Nor must the many fine retail stores be missed, such as Carsley's, Birks', Ogilvy's, and, what is, perhaps, the handsomest of them all, the Colonial House, facing Phillips Square, a magnificent red sandstone building, the property of Henry Morgan & Co. Of theatres there are several—the Academy, on Victoria street, presenting plays by the leading American and English companies ; the Theatre Français, usually tenanted by first-class touring companies; whilst Proctor's Theatre is the home of a stock-company. The others cater for the different tastes of a mixed population.

Colonial House, Phillips Square.

The number of fine hospitals in various quarters of Montreal bear testimony to the benevolent character of the citizens, and few towns can show better equipped institutions for the relief of the sick and suffering. First and foremost must be mentioned the Royal Victoria Hospital, on Pine avenue. This was founded, in 1887, to commemorate the jubilee of the late Queen Victoria, and was opened for the reception of the sick poor, of all races and creeds, on the 2nd January, 1894. The founders were Lord Mount Stephen and Lord Strathcona, who each contributed one million dollars for its erection, equipment and endowment. The hospital contains two hundred and twenty-five beds, and two thousand eight hundred and fourteen indoor patients were treated in 1902, besides twenty-two thousand attendances in the outdoor department. The equipment of the operating-theatre and surgical departments are equal to any in the world, and the hospital has an isolated pavilion for infectious cases, a medical electrical department and its own power-plant. The building itself is one of the handsomest in the city ; and its magnificent situation on the mountain side, well away from all smoke and noise, and surrounded by some twenty acres of grounds,

Hôtel Dieu.
Western Hospital.

Royal Victoria Hospital.
Montreal General Hospital.

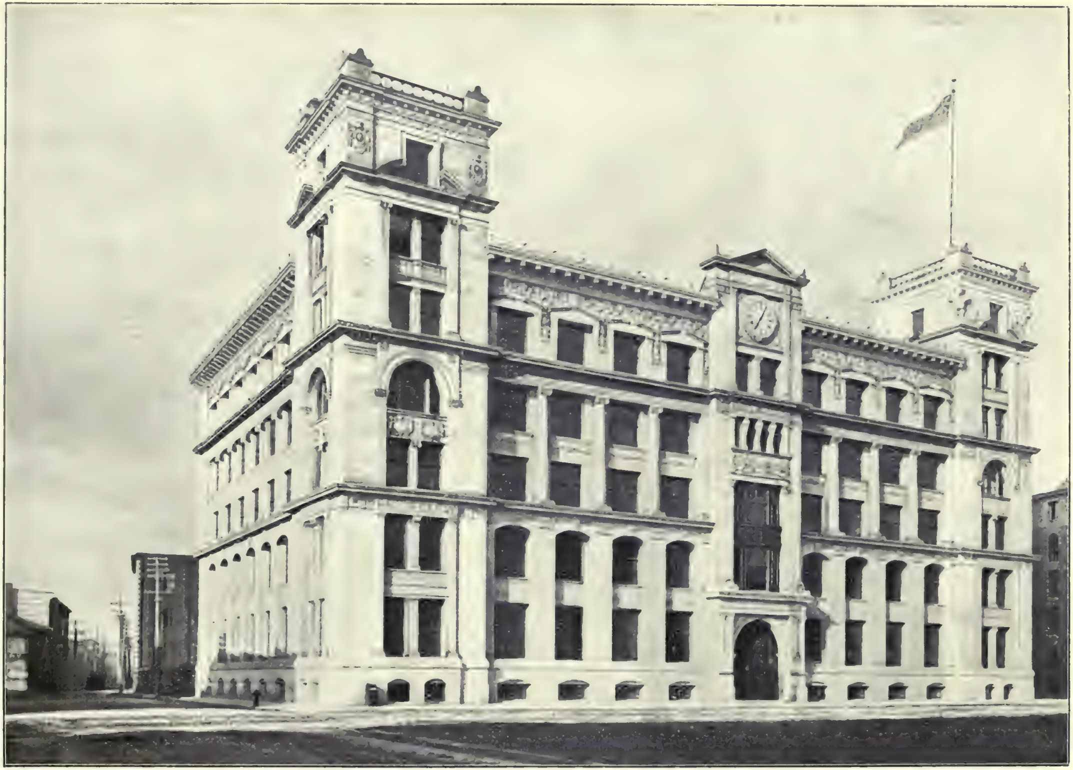
greatly assists the medical staff in their task of restoring health to the inmates. The Montreal General Hospital, which was the first Protestant hospital in Montreal, comes next in importance. It was the outcome of the work carried on by the Ladies' Benevolent Society—an institution founded in 1818 to relieve the suffering amongst the crowd of emigrants who were then pouring into the country. The first home was a small building of four apartments, furnished with condemned barrack bedding, and known as the House of Recovery. After a time, funds permitted removal to a larger house on Craig street, which had accommodation for twenty-four patients; and then, in 1822, the present building on Dorchester street was opened. The Hôtel Dieu Hospital at the time was the only one in the city, and had but very limited accommodation, and the need that existed for the new hospital was proved by the fact of eight hundred and eighteen patients being treated during the first year of its existence. The hospital has received a number of handsome legacies and bequests at various times, and has been considerably enlarged. During the year 1902 two thousand eight hundred and seventy-eight indoor patients were treated, while nearly thirty-two thousand consultations were held in the outdoor department.

The Hôtel Dieu was originally situated on St. Paul street, near Place Royale, being founded by Jeanne Mance in 1644 (see page 9), with the Sisters of St. Joseph in charge. In 1861 the hospital and nunnery were removed to their present site on Pine avenue, where they occupy a long, substantial stone building, surrounded by large grounds within a high wall. The land was given by Benoit and Gabriel Basset. On one side of the central chapel is the nunnery, and on the other the hospital, to which a new wing has recently been added. Such sisters as have taken the full vows never leave the nunnery. The hospital now has beds for two hundred and thirty patients, and treats about twenty-five hundred every year, of whom ninety-eight per cent. are Roman Catholics.

The Western Hospital is quite a modern institution, being founded in 1874, to meet the requirements of the rapidly growing districts of St. Henri, St. Cunegonde, etc. It is situated on an open piece of ground that extends from Dorchester street to St. Catherine street, just within the city limits. There is urgent need for the enlargement of the present building, as the ever-growing number of manufactories moving out to the western limits of the city makes a well-equipped and modern hospital in their vicinity a vital necessity.

Two other hospitals may be mentioned—the Notre Dame Hospital, on Notre Dame street, near Place Viger Station, and the Maternity Hospital, on St. Urbain street. Besides the hospitals, there are a number of homes, asylums and orphanages (conducted both by Protestants and Catholics), covering rescue work, the care of those who are incapable, the protection of woman and children, etc.

The Roman Catholics are especially to the fore in providing for orphans, the maim and aged of both sex, and have a number of immense buildings in different parts of the city for this purpose.



General Offices of the Grand Trunk Railway System, Montreal.

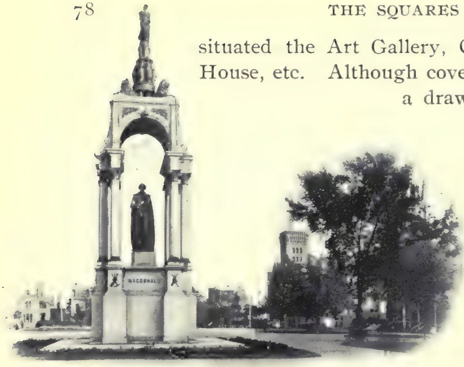
CHAPTER VII.

THE SQUARES AND PARKS

MONTREAL is but moderately well off in the way of public squares, although the magnificent Mountain Park, in the rear of the city, makes up for any shortcomings elsewhere. Of the public squares reserved as refreshing resting-places in the midst of the city, Dominion Square is by far the largest and most beautiful, and around it can be seen some of the most important buildings, such as St. James Cathedral, the Young Men's Christian Association, Windsor Hotel, Canadian Pacific Railway Station, and St. George's Church. The square is cut into two sections by Dorchester street, facing which is the Macdonald statue (unveiled in 1895), erected to the memory of the late Sir John A. Macdonald, Premier of Canada and one of the "Fathers of Confederation." The statue stands beneath a huge canopy, which is surmounted by a figure of Canada encircled by the nine Provinces of the Dominion; as a Macdonald memorial, there is hardly enough "Macdonald" about it. The two cannons, facing Dorchester street, were captured from the Russians during the Crimean war and presented to Canada by the British Government. Dominion Square was at one time the Catholic Cemetery, and it is only of late years that the city has gone to any expense in the beautifying of the grounds. It has now, every summer, a most magnificent display of flowers and shrubs, and is a charming place in which to sit for a brief period of rest or conversation.

Another pleasant little breathing-place up-town is Phillips Square, around which are

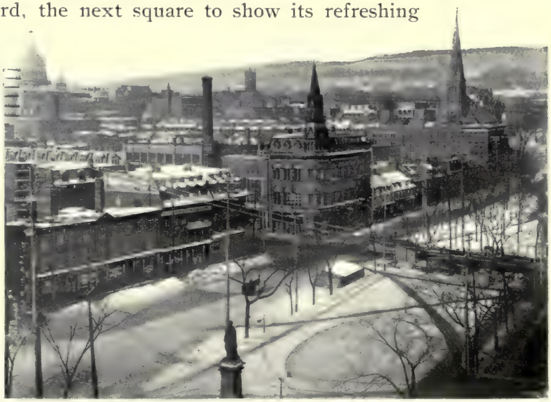
Dominion Square.



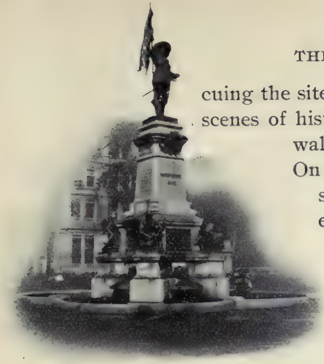
Macdonald Statue.

situated the Art Gallery, Christ Church Cathedral, the Colonial House, etc. Although covered with fine trees, there are no seats—a drawback that should be easily remedied. Passing through this square to Beaver Hall Hill, there is seen at the foot a shady garden, with fountains playing in the midst. This is known as Victoria Square, from the beautiful bronze statue of her late Majesty Queen Victoria which stands at the south end. Surrounded on three sides by lofty buildings and almost in the heart of the city, its pleasant shade is particularly appreciated. (The illustration gives a winter view of the square, and shows St. James Cathedral on the extreme left and St. Andrew's Church on the right. The building in the centre, with the spire, is the old Y. M. C. A., now the offices of the Lachine Rapids Hydraulic and Land Company.) This square was originally the old Haymarket, the name being changed, in 1860, in honour of the Queen, during the Prince of Wales' visit to the city. At one time it was the northwest limit of the city ; and the sloping land extending back to Mount Royal, now occupied by streets and avenues, was then dotted, here and there, with the country-houses of the more wealthy traders. This square has been the scene of some of the worst fires in Montreal, to which fact the total destruction of St. Patrick's Hall and the warehouses of Greenshields & Sons and Thomas May & Co. bear testimony.

Continuing eastward, the next square to show its refreshing green amidst the surrounding buildings is the Place d'Armes. Here, one is indeed on historic ground, and the tablets on the surrounding walls mark places famous in the history of the town. (Great praise is due to the Numismatic and Antiquarian Society of Montreal for the excellent work they have done in res-



Victoria Square.



Maisonneuve Monument.

cuing the sites of old landmarks from oblivion, and marking the scenes of historical events by neat marble tablets affixed to the walls of the buildings in various parts of the city.) On the Imperial Building a tablet reads: "Near this square, afterwards named Place d'Armes, the founders of Ville Marie first encountered the Iroquois, whom they defeated, Chomedy de Maisonneuve killing the chief with his own hands, 30th March, 1644." From a tablet on the Bank of Montreal we learn that "the stone fortifications of Ville Marie extended from Dalhousie Square through this site to McGill street, thence south to Commissioners street, and along the latter to the before-mentioned square. Began 1721 by Chausse-gros de Léry. Demolished 1817." Americans will find interest in a house on the south-east corner of the square, for "here lived, in 1675, Daniel de Gresolon, Sieur Duluth, one of the explorers of the upper Mississippi, after whom the city of Duluth was named;" also in another house, a little further east, distinguished by a tablet reading: "In 1694 here stood the house of La Mothe Cadillac, the founder of Detroit." Place d'Armes was originally the cemetery in which the first pioneers were buried, later on becoming the chief square of the town and the parade-ground, in turn, of the French, American, and British troops. It was not until 1836 that the city acquired the land from the Seminary, and many years elapsed before any attempt was made to lay out a garden. The Seminary (illustrated on page 7) still preserves the same appearance as when built, in 1710, except for the loss of a wing at the eastern end, which was demolished in 1851, three years after the erection of the new addition next the church. This new addition was built to accommodate the teachers of the Seminary, but, being in too confined a situation, another large building was erected, in 1854, on the hill behind the Montreal College. In the vaults of the Seminary are kept the old registers of the city from its commencement, besides a number of

Place d'Armes.

The "Bottle" and Nelson's Monument.

priceless literary treasures relating to the history of the city, and Canada generally. The interior of the building has remained the same for two hundred years; and the low flagstone passages, the signs of immense strength in the building (even the partition-walls being two to three feet thick), the Louis Quatorze clocks, the old chairs that came out from France in the seventeenth century—all mark the building as belonging to an age past and gone. The severe austerity of the Sulpician's life is evidenced by the floors, bare walls, and plain hard chairs and beds alone to be seen, the only carpet or upholstered chair in the entire building being in the Bishop's apartments—a bed-room and sitting-room reserved for such bishop as may visit the Seminary. The following interesting tablets contain a great deal of important history in brief space: "The Seminary of St. Sulpice, founded at Paris by Monsieur Jacques Olier, 1641; established at Ville-Marie 1657, Monsieur Gabriel de Queylus, superior; Seigneurs of the Island of Montreal, 1663;" and "François Dollier de Casson, first historian of Montreal, captain under Marshal de Turenne, then priest of St. Sulpice during thirty-five years. He died in 1701, curé of the parish." Besides l'Abbé Troie, the parish priest, there are twenty-four priests living in the Seminary, who serve in Notre Dame Church, the Nazareth Church, Bonsecours Church, the Grey Nunnery, Congrégation de Notre Dame, etc.

The statue that stands in the centre of the square proper is about the handsomest piece of sculpture on the continent, and represents Maisonneuve in the cuirass and costume of the seventeenth century, holding the fleur-de-lys banner. On the granite pedestal is inscribed "Paul de Chomedy de Maisonneuve, fondateur de

The Court House Garden

Montréal, 1642." Set in the base of the pedestal are four *bas-reliefs*, representing (1) Maisonneuve killing the Iroquois chief; (2) the founding of Ville-Marie; (3) the death of Lambert Closse—one of the soldiers of the "Holy Family of Jesus, Mary and Joseph" (see page 11), who fell while bravely defending some colonists attacked by the Iroquois, 6th February, 1662; (4) the death of Dollard (see page 12). At each corner is a life-size figure representing, respectively, an Iroquois, a soldier, a colonist with his dog, and Jeanne Mance tying up the wounded hand of an Indian child. Two large "sky scraping" structures have lately been erected on the west side of the square; and, with the New York Life building on the east, the Bank of Montreal and the Imperial building on the north, and the huge church of Notre Dame on the south, the old, low, black-walled Seminary, which for two hundred and fifty years has been so indissolubly linked with this square, will soon be lost amongst the towering buildings that surround it.

Jacques Cartier Square on Market-day.

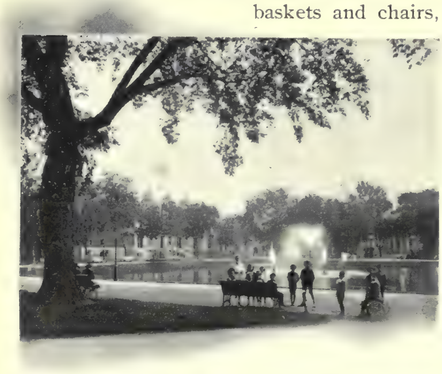
Continuing east along Notre Dame street, a shady little square can be noticed in front of the Court House, and although not so generally used by the public, it is none the less welcome to the eye. These glimpses of green turf and trees in the heart of the business part of the city are so refreshing that it is a wonder even more open spaces are not thus utilized. At the further end of the square is a large bottle, standing some

Garden of the Seminary of St. Sulpice.

twenty feet high and used as a newspaper kiosk. The City Fathers, in their fond care of the people's moral welfare, are deliberating as to the advisability of having this removed, it being considered as out of keeping with the reputation of the city. The column, that may be noticed in the background, was erected by public subscription, in 1809, to the memory of Nelson, and the panels around the base represent the battles of the Nile, Copenhagen and Trafalgar. Between the monument and the river lies Jacques Cartier Square, in the neighbourhood of which are some of the oldest houses in Montreal. St. Amable street (see page 14) is on the right-hand side near the bottom of the hill, and in close proximity, on St. Thérèse, St. Gabriel, St. Jean Baptiste, Vaudreuil and St. Vincent streets, old houses may be found, still in good preservation, that were erected nearly two hundred and fifty years ago. The square on market days is the scene of one of the quaintest gatherings in Montreal, an open-air market being held on Tuesdays and Fridays. The country farmers and *habitants* drive in on the preceding day and sleep on, in, or under their carts until sunrise, when the trading begins. Then commences the jabbering, the gesticulating, the haggling over odd cents and a host of little incidents typical of the provincial French-Canadian. In addition to food-stuff, there can be bought all kinds of home-made articles, such as rag-carpets, baskets and chairs, native-grown tobacco, etc. ; and a stroll through the bargaining crowd is interesting in the extreme.

Lafontaine Park.

On the other side of the City Hall is a large open space known as the Champ de Mars, of which a picture was shown on page 25. This was the military parade-ground during the days of the British garrison, and is now used by the volunteers, etc. The old city walls ran along the middle of the square, the foundation of which still remain, although hidden from view below the ground.


St. Louis Square.

Westmount Park.

Below the Champ de Mars, but further east, is Viger Square, facing the Canadian Pacific Railway Station. It was named after Jacques Viger, the first mayor of Montreal, and is very popular with the French residents of the district. When a band plays in the evening, the large crowds that attend to listen to the music prove the appreciation with which it is regarded. It is a great pity that the musical talent of the various regiments and societies in Montreal cannot be utilized more in this direction.

The latest acquisition to the public spaces of Montreal lies on the east of Amherst street, just above Sherbrooke, and consists of about eighty-four acres. It has been christened Lafontaine Park, and only recently taken over by the city, the space being formerly known as Logan's Farm, and the name being changed in deference to the wish of the French majority on the City Council. It is, at present, not quite completed, but promises to be the prettiest square in the city, when the work now in progress be finished. One half consists of a deep hollow, surrounded by sloping banks, and is to have a series of terraces artistically arranged, with ornamental ponds below. The other half is on a higher level, and is tastefully laid out with trees and flower-beds, and has an elegant band-stand. A fine riding-track extends the entire length of the park. The large building on the east side of the park is the Jacques Cartier Normal School, erected in 1872.

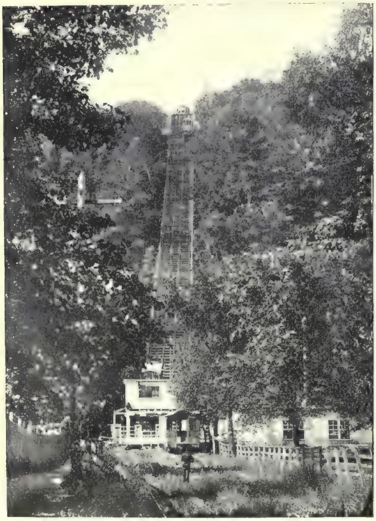
The daintiest little square in the city—St. Louis—is the next to be viewed. This lies on the west side of St. Denis street, a little above Sherbrooke. Not very large,

Viger Square.

and nothing imposing about it, yet it gives one the impression of being just perfect. A lake occupies part of the grounds, with a large fountain playing in the centre, as well as one in each corner. Many stately trees give shade to the seats that are placed around, and the handsome turretted houses surrounding the square add to, rather than detract from, the beauty of the spot.

Drive in Mt. Royal Park.

Several smaller squares and open spaces are to be found in various parts of the city, but none of them call for special mention. The park at Westmount, however, deserves more than a passing word, as it is exceedingly pretty and preserves many natural beauties. The opportunity offered, by a small wood and one or two ponds, was taken hold of and made the most of; and now, rustic walks and bridges, sequestered nooks for seats, and a long, narrow pond (that has all the effect of a stream) combine to make the Westmount Park a credit to its originators.



Incline Railway to top of Mount Royal.

Two parks remain to be described—two parks of such widely different character, and yet each so absolutely perfect, that Montreal stands unrivalled in the position of possessing the two loveliest parks in the world.

Mount Royal, rising in the rear of the city to a height of over nine hundred feet, is dedicated to the people in perpetuity, being acquired, in 1860, from various private proprietors, as a result of popular outcry at one of their number felling the timber and thereby greatly disfiguring the side. Four hundred and sixty-two acres are laid out with drives, rustic steps, seats, etc., and there are footpaths leading off into every direction, following which one can wander for miles amidst a luxuriant undergrowth of ferns and flowers. From the summit such a glorious view is to be obtained that words but faintly suggest the rare grandeur of the scene. On one side—far away below—stretches the city, with its glittering domes and spires, its long line of shipping, its massive public institutions, its villas embowered in trees ; and beyond, the gleaming waters of the St. Lawrence, flowing quietly, but irresistibly, towards the great ocean that one's eyes almost unconsciously strive to descry. In the background, gaunt, rugged peaks rise up from the plains, which in former ages belched forth fire and smoke, and which now, although worn out and helpless, still defiantly rear their heads towards the sky ; whilst further back again are to be seen the Green Mountains of Vermont and the Adirondacks of New York State. To the west lies Nuns' Island ; and a glimpse is to be had of the foam-crested waves of the Lachine Rapids, beyond which stretch fertile fields that gradually dissolve into the haze of the horizon. To the north, the marble statuary of the cemeteries may be discerned in the immediate foreground, with the Ottawa river further back, showing like a silvery thread through the trees, as it flows round the island to join the St. Lawrence ; and in the far away distance lies the rugged Laurentian range, which marks the beginning of those unknown wilds that stretch in unbroken solitude to the far away north. Truly did Jacques Cartier name this place "Mont Royal."

High-level Reservoir, Mount Royal Park.

The summit can be reached by several lovely carriage-roads winding round the mountain-side, intersected, here and there, by more direct foot-paths. On the eastern side is the "Incline Railway" or "Mountain Elevator" (starting from Fletcher's Field), by which special cars carry passengers to the "Look-out" for a small fee. De Maisonneuve is reported to have made a pilgrimage to the top, in 1643, in fulfilment of a vow made in the winter on the occasion of a great flooding of the river, which swept up to the foot of the town palisades, and was, he believed, stayed by prayers.

The Old Blockhouse.

St. Helen's Island (so named by Champlain after his wife) lies opposite the city, and is reached by a ferry at frequent intervals from the wharf opposite Bonsecours Church. As a place for an ideal afternoon's outing this park is unrivalled, as there can be found amusements to suit all—from the young people who love the merry-go-round, to the weary city man who wishes quiet and solitude. At the lower end of the island is an open-air swimming-bath, built out in the St. Lawrence and belonging to the Montreal Swimming Club. Interesting relics of byegone days remain in the form of an old loopholed blockhouse, situated amidst the trees, and the ruins of Baron de Longueuil's residence at the back of the present restaurant. The Longueuil family acquired the island in 1688, but it was sold by them to the Government in 1818, for military purposes. The greater part of the island was granted by the Government to the city, in 1874, as a public park, but the north-east corner is still reserved for military purposes, being surrounded on the land side by a high palisade. On this island was played the last scene but one in the drama of the French rule in Canada, as on the night previous to the surrender of the city to the British, the Marquis de Lévis, commanding the French army, burned his flags in the presence of his troops, rather than allow them to fall into the hands of the enemy.

On St. Helen's Island.

CHAPTER VIII.

SPORTS AND PASTIMES

INTERESTING as Montreal may be in historical recollections, in fine buildings, and in beautiful parks and surroundings, it is the health-giving properties of the climate and the innumerable attractions of outdoor life that give to the city its principal charm. One instinctively associates the word "Canada" with vigour, health and sport; maybe from actual knowledge of the people, or from the memory of some delightful excursion into the Laurentian hills, or, perhaps, from the many vivid pen-pictures of various writers. Each season has its own peculiar charms, although, from a purely city point of view, winter easily holds first place. During the summer, people are divided between the lake districts, the Gulf resorts, and the thousand and one holiday haunts in different parts of the country; but in winter, all efforts at amusement and recreation are necessarily concentrated in the immediate vicinity of their homes.

Winter is, indeed, hailed with delight, everyone being weary of the prevalence of mud and the lowering sky, and oppressed by the sight of decaying vegetation, that tells of summer dead and gone. There is a longing for the sound of the dear tinkle of the sleigh-bells, and for the sight of the pure white mantle of snow, that hides the dreary ground until the young green shoots appear next spring. Canadians (with the exception of a few individuals, here and there, who, owing to the ill-advised advertising of their country in the past, are now hysterically irritated at the mere mention in print of the word "snow") fully realize the blessing of the deep, long-continued snow, the value of which, even if it did no more than

Sleighing on Sherbrooke St.

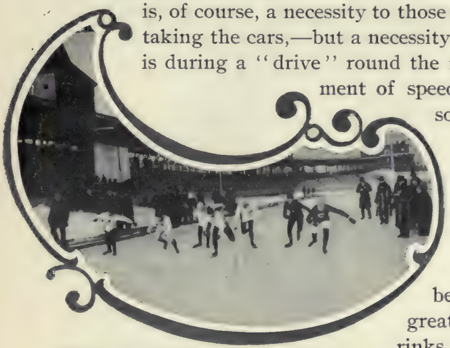
keep down dust, would be priceless to health and comfort. But it also shields and fertilizes the ground, distributes water gradually, provides broad bridges over rivers and lakes, and allows the easiest and most pleasant of all possible travelling.

The Westmount Rink.

The first steady snowfall is keenly, almost anxiously, awaited; until finally, some morning you are awakened by the sense that an evenly diffused and pleasant light is in the bedroom. With something like a thrill, you recognize that a friend has come back, and you spring up and go to the window. The ground is white, the houses over the way seem to snuggle cosily down as they did not yesterday; they appear lower, because their roofs, lintels, steps and sills are capped with adornments of the ground's new colour. Little fleeces are falling steadily, so shrouding the distance that the buildings, the trees and the sky all seem blended into a new agreeable intimacy. A sort of enchantment prevails, diminishing the immense size of the world, and making its visible people more cheery. Passers-by step out briskly, their cheeks freshened; and the filaments of the girls' hair hold little decorative particles of white, while the enhanced brightness of their eyes surely denotes new gladness. The small boys are pelting one another, and taking an occasional shy at cabbies and policemen, who have not the heart to protest angrily against what they once liked to do themselves, and what they wish the dignity of manhood would permit them to do now. Over yonder, some little girls, red-sashed and red-stockinged, are out with their sleds. For pure glee, they skip rather than slide; and one can see in their looks a happy assurance that winter is come once more. All the world is merry with tinkling of bells and laughter; and so dear is the prospect outdoors, that you grudge the time given to breakfast, the newspaper, the day's work; and, in fact, everything that restrains you from the prime Canadian duty of proceeding to rejoice manifestly in the snow.

A Drive Round the Mountain.

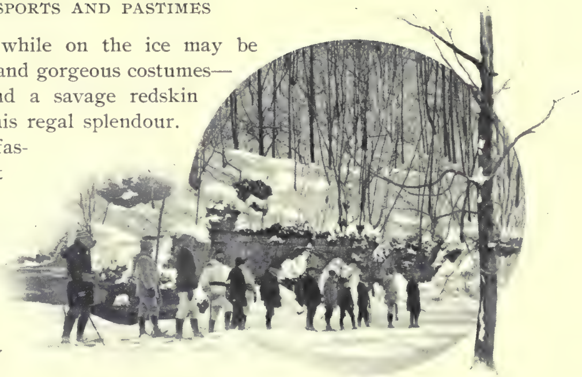
It is difficult to say which is the most popular of the many different forms of amusements indulged in during the winter months, as each, in turn, appeals to a particular section of the people. The three most in evidence are sleighing, skating and snowshoeing. Sleighing in the city proper is, of course, a necessity to those who wish to move expeditiously without taking the cars,—but a necessity that is at the same time a pleasure. It is during a "drive" round the mountain, however, that the full enjoyment of speeding along over the crisp snow, to the sound of the tinkling bells, is to be appreciated; or, better still, when a party is formed, some moonlight night, to drive out to Lachine or the "Back River" and partake of a merry supper there before returning to the city.


Finish of a Skating Race for the American Championship on the M. A. A. Rink.

Skating is an amusement that can be enjoyed by both old and young, as no great activity is required, and the number of rinks, both covered and open, makes it a very easy matter to find some sheet of excellent skating ice in every quarter. The most celebrated rinks are the "Victoria," immediately behind the Windsor Hotel, one of the finest covered rinks in the world, the Montagnard, and the Westmount Rink, belonging to the Montreal Amateur Athletic Association. This association, generally spoken of as the M. A. A. A., is by far the most important and influential of the many amateur athletic associations in the city, and its members number over two thousand. It was incorporated in 1881, and included all the leading clubs at that time, amongst others being the Montreal Snowshoe Club (the old "Tuque Bleue"), the Montreal Lacrosse Club, the Montreal Football Club, etc., and it has always taken a strong lead in everything relating to sport. The list of members includes the names of the best known men in Montreal, and the headquarters are situated in a handsome building on Mansfield street. Their grounds at Westmount are very extensive, being used in summer for tennis, lacrosse, cricket and football; while in winter the greater part is flooded and converted into a rink, which is invariably crowded with a merry throng of skaters. Here takes place the skating championship of America, records being made at every meeting, only to be broken, however, at the next. At the Victoria Rink are to be seen the famous fancy-dress carnivals, which, without exception, make the most picturesque sight in America. The huge hall is decorated with streaming banners and countless Chinese lanterns, and

Trotting Races at Delorimier Park.

ablaze with electric lights, while on the ice may be seen every variety of quaint and gorgeous costumes—from a devil to an abbé, and a savage redskin to a stately monarch in all his regal splendour.

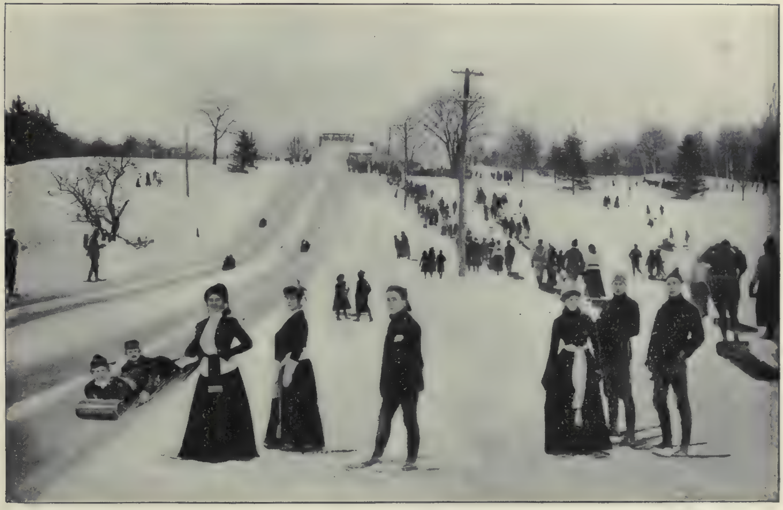

A Tramp Round the Mountain (St. George Snowshoe Club).

Snowshoeing is a most fascinating pastime, and one that affords more variety than any other, by reason of the fact that it is not confined to any particular ground. Off you go, wherever the fancy takes you, tramping over the deep snow as safely as though on a macadam road, the broad surface of the snowshoes taking you easily over places that are otherwise inaccessible. There are a number of snowshoe clubs in the city, chief of which are the old Tuque Bleue, the St. George, and Le Montagnard. The various clubs arrange "tramps" twice a week, as a rule, with now and again an amalgamated "meet" or torchlight procession. The ladies are as enthusiastic as the men, and in their picturesque blanket costumes or jerseys, their red or blue tuques and their multicoloured sashes, make as bonny a picture of unaffected girlhood as can be seen all the world over. A tramp over the mountain at night is something that will live in the memory for many a year. First, a scramble up the mountain side, with laughter and jokes at someone floundering in a deep patch of soft snow; then, a cut across the road at the top before defiling through the dark, gloomy wood, which, however, soon echoes with the merriment of the party. Next comes

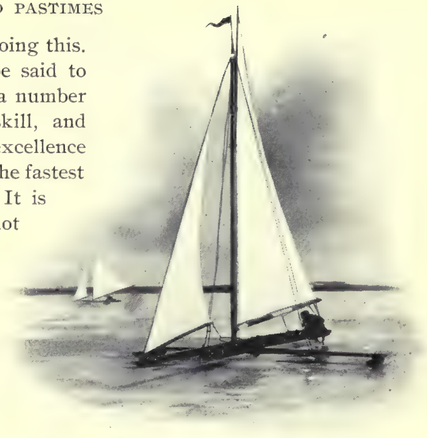
Hockey Match at the Victoria Rink.

the supper at Lumpkin's, with songs and music, and then home again to the city, which is now settling into the silence of midnight. Then there is the "bounce," when a new member is seized by ready hands and tossed right up in the air, to be caught again safely as he descends; and a "club-night," when the members and their guests spend the evening at the club-houses, with songs, dances and recitations, surrounded on all sides by trophies of every kind of sport.

Another amusement once more in vogue is tobogganing, which, however, requires a certain amount of nerve. The small boy is in his element here. Any thing from a twenty-dollar toboggan to a stave from a broken barrel (the latter from preference as being the more exciting) will serve him, and away he goes, whizzing down the hill, perfectly happy. Regular slides are built in places, with the snow well looked after, so that a perfect surface is always kept; and the speed attained when descending one of these is marvellous. Toboggans, large enough to hold four or five people, go by like a flash, and, for those who enjoy a sensation, nothing can be more exhilarating. The Park Slide, illustrated here, is the best of all the slides, and is situated on the western slope of the mountain; and it is quite a common thing to see men, well on in the sixties, spend the whole of an afternoon in shooting down the slide and pulling their toboggans up the hill again, repeating this performance ten or twelve times. It is no light test of a girl's pluck to fly down a hill, lying full length on a toboggan, face downward; and



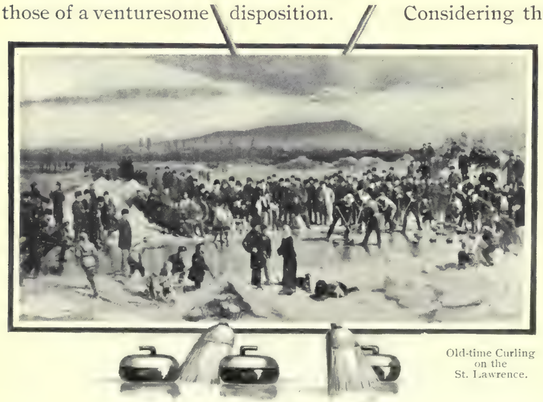
The Park Toboggan Slide.



Ice-yachting on Lake St. Louis.

yet, not only one but scores can be seen doing this. The pastimes mentioned, so far, may be said to be practised by everyone, but there are a number of games which require more or less skill, and these are brought to a high state of excellence in Montreal. Chief of these is hockey—the fastest and most exciting game in the world. It is quite impossible for any one who has not seen hockey played to realize the terrific pace, the lightning quickness of movement, the presence of mind, the accuracy of eye, and, above all, the steady nerve that is required. The Arena is usually the battle-ground for the cup matches, and on these occasions the game is witnessed by thousands. One exception must be taken to hockey, and that is the rough play indulged in; and this remark applies also to lacrosse, and even football, as played in Montreal. In England, athletics are a part of a public-school boy's education, and the first lesson taught is to "play on the ball." In Montreal the principle appears to be "go for the man," a principle that destroys the spirit of true sport, and cannot fail to eventually bring any game into disrepute.

Another sport requiring an extraordinary steady nerve is ice-yachting—a sport that is necessarily limited to those of sufficient means to afford it. Races take place on Lake St. Louis at times, and the exhilaration of rushing through the keen air at railway speed, or even faster, and the spice of more than ordinary danger, combine to make ice-yachting one of the most fascinating of sports to those of a venturesome disposition. Considering the important places that the Scotchmen hold in the community, it is not surprising to find that curling has firmly established itself in the city; in fact, the curlers were about the first sportsmen to found a club in Montreal, the Montreal Curling Club being established in 1807. This club, as well as



Old-time Curling on the St. Lawrence.

the Caledonian and the Thistle Curling Clubs, now nobly upholds the great Scotch game in Canada—playing it a great deal too well, according to the opinion of the Scottish curling team who visited this country early in 1903. Some years ago the game used to be played in the open-air, on the frozen St. Lawrence, but it is now almost entirely confined to covered rinks in the city and suburbs.

A Game of Lacrosse.

With the mention of horse-racing (which comes in for a good deal of attention during the winter, when some very speedy trotters turn out for the races at Delorimier Park), the list of winter sports and pastimes is about complete, and those belonging to the summer months may be touched upon, first place being given to the national game of Canada, *i.e.*, lacrosse. This is a game second only to hockey for speediness and excitement. Although it can be seen played in many places, a League game on the Shamrock Athletic Grounds is the ideal game to watch. One must, indeed, be a phlegmatic individual if the blood is not set tingling during the course of a lacrosse game. The swift runs of the lithe players; the rapid passes, by which the prospect of the game is changed in an instant; the marvellous use of the "sticks," by which the ball is caught or thrown while the player is running at full speed; the wonderful accuracy with which the ball is shot from the net of the "stick" at goal—all combine to work the onlookers up into such a state of excitement that they keep almost silent; and it is only when an extra fine piece of play takes place, or a goal is obtained, that the tension is relieved, and the roar from the thousands of throats tells how acutely they were following the game.

As regards athletics, there is not a very great deal of outdoor training done, the various gymnasiums and outdoor recreations doing all that is necessary. On the Montreal Amateur Athletic Association Grounds, however, there is a fine cinder-track, where, in alternate years, the Canadian amateur

Athletics at the M. A. A. A.

championships are contested. Cricket does not appear to be much favoured, but baseball is getting more patronized by the small boy every year. A professional baseball team was organized in 1897, and has splendid grounds near the Arena. In 1898 Montreal held the championship of the Eastern League, but since then the team has fallen on evil days and now is no more. Football (both Rugby and Association) is extremely popular, but no very high degree of skill has yet been reached, nor is likely to be until the teams play more together and not so much man against man. Lawn-tennis, racquets, quoits, polo, bicycling, shooting, swimming, are all represented by their respective clubs, and a horse-race meeting is usually held once a year at Bel-Air. The "sport of kings" does not, however, reach a very high level at this meeting, and the book-makers in attendance are certainly very far from being actuarial experts. When three horses are running, a favourite rate of odds is as follows: 3 to 2 on one horse, even money against the second horse, and 3 to 2, or, perhaps, 2 to 1, against the third. If this mathematical absurdity in the way of odds was offered to any other than a Montreal race-course crowd, the book-makers would assuredly meet with an end more tragic than agreeable.

Dixie Golf Club.

If horse-racing be not at its best in Montreal, fox-hunting most certainly is, the city possessing the original hunt-club of America—the Montreal Hunt—which was formed in 1820, and now owns the finest club-house and kennels in Canada. These are situated behind the mountain, and the runs which take place in different parts of the island are many and glorious. Cub-hunting gets a good share of attention, and every year the members of the hunt hold steeplechases and other races. The Canadian Hunt Club have their headquarters at Slocum Lodge, on the other side of the river, at

Royal St. Lawrence
Yacht Club,
Dorval.

St. Lambert, and their annual steeplechases, which are among the chief sporting events of the year are greatly appreciated by the farmers around.

"The ancient and royal game of golf" is by no means neglected, two very popular clubs being in existence. The Royal Montreal Golf Club has an excellent eighteen-hole course at Dixie (a few miles out of the city), with a most charming club-house, and the Metropolitan Club has a fine nine-hole natural course on the mountain-side, near the Incline Railway. The Outremont Golf Club, organized in 1902, is referred to later.

Boating and yachting have been left to the last, as they are so closely allied with the subject of the next chapter; but they are probably the most popular of all summer pastimes. All along the lake-front, a few miles from the city, are to be found summer-residences of the Montrealers, from the magnificent mansion of the railroad president to the little cottage of one of his junior clerks. These extend from Lachine right away round the island, and Lake St. Louis affords one of the most perfect sheets of water for sailing purposes in America. Here are sailed the races for the Seawanhaka Cup, a trophy for twenty-footers, which was won from the Seawanhaka-Corinthian Yacht Club of New York by G. Herrick Duggan, some few years ago, and which various clubs of the United States have vainly endeavoured to win back. The Royal St. Lawrence Yacht Club is the premier boating club of Canada, and has its club-house at Dorval, which is the centre of the yachting world around Montreal. On Saturday afternoons in the summer there is nearly always a regatta at one of the lake-side resorts; and, as they are seldom more than a mile or two apart, it means the concentration of every description of yacht, row-boat or launch in and around one or the other of the lake-side points. The regattas afford a great deal of fun and amusement, and as several city firms have their own boating clubs, which take part in the races, the interest is general. The war-canoe race is always a very popular event and one that attracts much attention.

A Meet of the Montreal Hunt Club.

Lake St. Louis is not the only suburban resort at which boating can be indulged in, St. Rose, Back River, St. Lambert, Vaudreuil, etc., all having their own particular attractions, such as sailing, rowing, swimming, wild-duck shooting, etc. Facilities for wild-fowl shooting are great indeed, the shores of the Ottawa and the St. Lawrence being the haunts of thousands of wild-duck and many other birds, wherever the shores are low and well fringed with reeds; or, if it be considered preferable to leave all traces of metropolitan life behind, a short journey to the Laurentian Hills gives easy opportunity to embark in a canoe, and, following some noble stream, penetrate into the heart of a virgin country well away from civilization, where, with rod and gun, the sportsman may have all the untrammelled freedom of backwood life, which, after the mad whirl of twentieth century business life, is worth so much in the way of bodily and mental recuperation.

It is the love of unfettered outdoor recreation that has done so much to form the Canadian character. Even as children, it is evident in the gleeful abandon with which the wee dots plunge and roll in the snow, their chubby faces merry with mischief, and their clothes, hair and caps almost unrecognizable beneath the amount of snow that covers them. It is evident in the brilliant-coloured sash that encircles the waist of fur-coated men, telling of the pride felt in being an active member of some snowshoe-club; and it is evident in the lithe form and healthy colour of the Canadian girl, whose thorough enjoyment in every branch of sport does so much to make them popular. Shooting and fishing are deserving of more than passing mention, and so will have a chapter to themselves; but, even without taking credit for the facilities with which these may be reached, it is safe to say that no other city in the world has so many charming summer recreations, nor so many grand winter sports and pastimes, as Montreal.

Wlid-duck Shooting on the Ottawa River.

CHAPTER IX.

FISHING AND SHOOTING

IN the variety and abundance of fishing and shooting, obtainable at a minimum of expense and trouble, Canada has no rival; and some of the best game districts in the Dominion are either in the immediate vicinity of, or at no great distance from, the metropolis. Montreal is particularly suitable as a starting-point for sportsmen from the States or elsewhere, as here the finishing-touches can be given to outfits, and the field of adventure can be reached within an hour or two's journey.

There is necessarily considerable difference between the resources of one field and those of another. A particular locality may be more promising for certain kinds of game than the rest—one good for caribou, but scant of moose; one well streaked with trout-streams, but affording less excellent bass-fishing; one unsurpassed for wild-fowl, but not equal to others for grouse; while there are others which hold many species of game, and which will repay the organization of a camping-party. Other places may be shot over during the day, permitting the sportsman to return to his temporary home at night, for some sportsmen are not content to "rough" it, however richly they may be rewarded, but require all the accessories of civilization that can be reasonably obtained. Others, however, regard the camp, the occasional inconveniences, and the complete change in mode of life as additional attractions to the search for and securing of their game. And life under

"Away from Civilization."

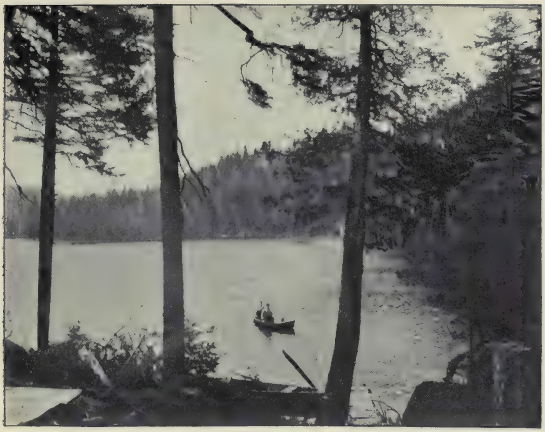
Lake Pizagonke,
Shawinigan Club-house in distance.

canvas in the wilds, or a week or two spent canoeing among the lakes and streams of the Laurentians, is, after all, to the true worshipper of nature, far more preferable than putting up at a crowded tourist resort and sallying forth every morning for a lazy, easy-going day with the game of the immediate surroundings.

To give even a bare outline of the many hundred attractive spots in the vicinity of Montreal would be an impossibility, and so, beyond drawing attention to some few specially worthy of mention elsewhere, the Laurentian district will alone be referred to.

Along the north shore of the St. Lawrence between Montreal and Quebec, some miles inland, the rugged Laurentian range of mountains runs parallel to the course of the river, and in that range rise the countless streams that feed the multitude of lakes and rivers of the region, in most of which there can be obtained some of the best speckled-trout, bass, grey-trout, and other game fishing in the world. This land is rough and wild in many places, and to fish it properly not infrequently means "roughing it," but not to such an extent as to mar any reasonable man's enjoyment. For the brain-fagged and tired business-man, the enthusiastic gunner, the patient follower of Isaak Walton, or the man who likes a boat or canoe, this district is an ideal place for a vacation, and contains just the out-of-the-way sort of spots that the great crowd of hurried vacation-seekers miss. Old forests, peopled with great patriarchs of the wood, cover the hills, and, unlike many of the more exploited ones, contain plenty of game—and the game is something more than an occasional chipmunk, that cheekily sits on a stone and

"Off for Sport." Lake Pizagonke.



Lac Cabane—St. Adolphe de Howard.

chatters defiance at the hunter. The lakes abound with fish, and, here and there, a swift-running brook babbles of the trout which lie in quiet little pools along its course.

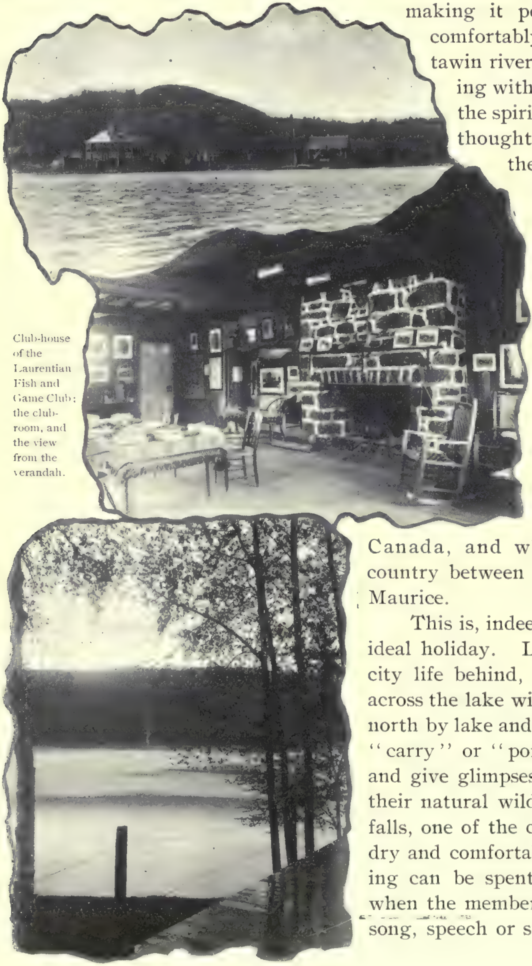
That the attractions of the Laurentian streams and lakes have been for some time highly appreciated is evidenced by the number of fish-and-game clubs already established in different parts of the district, which own or lease immense tracts of country, with club-houses located at different points. The best of these clubs are, however, controlled by sportsmen from the United States, and it is time that the Canadian sportsman awoke to the fact, that within a hundred miles of Montreal is a magnificent territory, of which his neighbour from across the line is securing, every year, the best parts. The streams and lakes leased to clubs or individuals cannot be fished by the public, though, in most cases, persons properly introduced may obtain permission to exercise the same rights as the members.

One of the most charming of clubs is chosen for representation here, although the atmosphere of quiet peace and the soothing sense of calm experienced during a sojourn within its enchanting confines is beyond any attempt at description.

The Laurentian Club has a membership of about three hundred, mostly hailing from the States, with headquarters on Lac-à-la-Pêche, a most beautiful lake some eight miles north of St. Flore (Great Northern

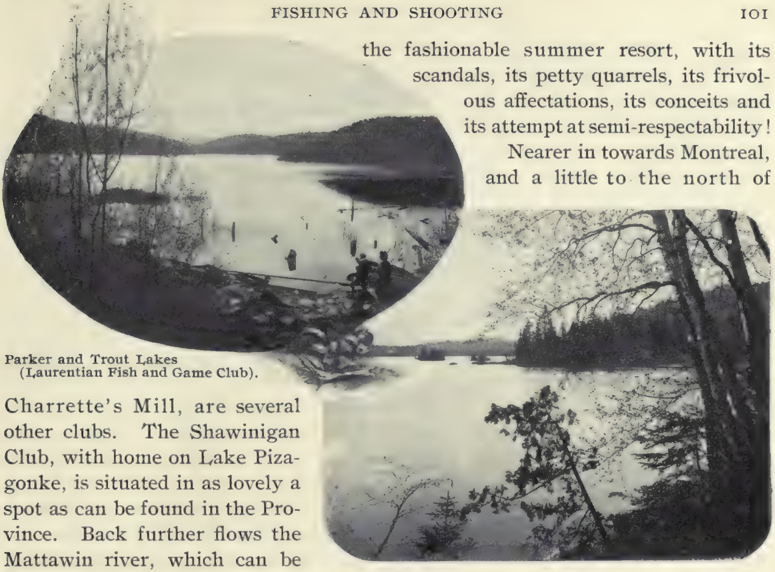
Lake Vermont—St. Bernard Fish and Game Club.

Railway of Canada). The main club-house, built of logs, is a veritable "log-cabin *de luxe*," and contains a noble club-room, several bed-rooms, and detached dining-hall and outhouses. Although the average man could not wish for better sport than is to be found in Lac-à-la-Pêche itself, the club has established camps, at intervals of a day's journey, as far north as ninety miles from headquarters, making it possible thereby to travel comfortably, away beyond the Mattawin river, through a territory teeming with fish and game, and where the spirit of Nature pervades every thought and movement. Close to the main club-house are two smaller lakes, both considerably above the level of Lac-à-la-Pêche. These are reached by a good trail over a hill behind the house, and are known as Trout Lake and Parker Lake, the latter being named after the resident managing director, W. H. Parker, Esq., a gentleman who is one of the greatest authorities on fishing and shooting in Canada, and who knows every mile of country between the Gatineau and the St. Maurice.



Club-house of the Laurentian Fish and Game Club; the club-room, and the view from the verandah.

This is, indeed, the type of place for an ideal holiday. Leaving all the worries of city life behind, next day one is paddling across the lake with a guide, making for the north by lake and stream, with an occasional "carry" or "portage" to stretch the legs and give glimpses of sylvan beauties in all their natural wildness. Then, when night falls, one of the camps provides food and a dry and comfortable bed; or a merry evening can be spent at the main club-house, when the members succeed each other with song, speech or story. What a contrast to



Parker and Trout Lakes (Laurentian Fish and Game Club).

the fashionable summer resort, with its scandals, its petty quarrels, its frivolous affectations, its conceits and its attempt at semi-respectability! Nearer in towards Montreal, and a little to the north of Charrette's Mill, are several other clubs. The Shawinigan Club, with home on Lake Pizagonke, is situated in as lovely a spot as can be found in the Province. Back further flows the Mattawin river, which can be followed down till it reaches the St. Maurice, twenty-six miles above Grand Piles. Along its shores, moose, caribou and deer are very numerous, and fine duck-shooting is to be had in the autumn. Nearer the railroad are to be found the club-houses of the Winchester Club and the Club des Souris. Some miles nearer still to Montreal is another well-known club, the St. Bernard, with headquarters and club-house on Lake Saccommie. This lake lies twelve miles back from St. Paulin, on the Great Northern Railway. General W. W. Henry, United

A Corner of Lac-à-la-Pêche.

"Bonhomme" Mugwando, a typical Indian guide.

States Consul at Quebec, is president, and the club has a membership of fifty, controls fishing rights in twenty lakes, and has a hunting lease covering one hundred square miles.

If big fish be an object, Lake Maskinongé should be visited, as the fish of that name are large and plentiful in the lake, some having been caught weighing sixty-five pounds, and they generally average from fifteen to thirty pounds. On the shores of the lake lies the village of St. Gabriel de Brandon, which contains two hotels, and within a radius of ten miles there are a number of smaller lakes and trout-streams that afford excellent fishing. Beyond, lie the famous Mastigouche lakes, fifty in number, the majority of which are leased to the Mastigouche Fishing Club. The club-house is situated on Lake Siméon (reached from St. Gabriel de Brandon by a road following the Mastigouche river), and throughout the district there are numerous caribou, an occasional bear, capital partridge and fairly good duck shooting.

From a host of places in near proximity to Montreal the following may be specially mentioned: the Lac Oureau river, a few miles north of St. Julienne, which has excellent trout fishing, with woodcock shooting in the fall over the flat lands; Rawdon village, a little north of Montcalm, around which are streams and lakes containing bass, grey and red trout in great numbers; St. Marguerite, a pretty village on Lake Masson (St. Margaret's or Belisle's Mills Station), where, from the crest of a nearby mountain, no fewer than eighteen lakes can be seen—all

"A fine shot and a fine specimen."

splendid fishing waters: 16-Island Lake and New Glasgow, referred to under special heading later; and, lastly, the shores and waters of the Lièvre river (a stream discharging into the Ottawa river at Buckingham), along which are to be found big game, small game, and fish of every variety. Space forbids mention of others, but the above will serve as a fair example of the choice sporting territory in the immediate vicinity of Montreal.

A Caribou-hunter's "Lean-to."

As regards the hunting of big game, such as moose and caribou, three essentials are necessary—skill, experience and good guides,—and, if bears be included, good nerves and unflinching determination. The moose is not now so frequently found within easy reach of settlements, but large numbers still haunt the beaver-meadows and densely wooded stretches of lowlands around the more remote lakes. Caribou are strange animals, and, unlike moose or deer, have no settled habitat, so that, when disturbed by the scent of man, they will run great distances, never to return. Deer are comparatively easy to secure, their runways lying, as a rule, around some brook or small stream where it empties into a lake. The first successful shot, be it deer, moose or caribou, will ever be remembered with a feeling of pride, and certainly no one but a hunter can fathom the satisfaction and delight of a supper of venison served in a camp in the wilderness. The air sharp, crisp, and full of ozone; the camp-fire illuminating the surrounding pines; the pale moon lighting the heavens and casting a

"To the victors, the spoils." "Toting" the deer to camp.

A Fishing Party on Lake Saccommie.

silvery lustre on the lake, but making the depth of the forest more dark and gloomy in comparison; the weird unexplainable sounds coming from the woods; the cry of a loon far out on the lake—these are things that contribute to the perfect contentment of the hunter, as he sits on a log and munches a cut of juicy venison broiled over a fire, with an appetite born of a day's thorough enjoyment in the surrounding woods or on one of the many lakes.

All non-residents in the Province of Quebec require to have a license to either hunt or fish, the hunting license costing $25 (residents of Ontario $15) for the season, and the fishing license being $10 for one month, $15 for two months, and $20 for three months. Further, there are strict game-laws as to close seasons, and certain other regulations for the proper preservation of game, chief of which are the prohibition of netting game fish or catching or killing them by drugs, explosives, etc., or by any other means than hook-and-line; the protection of insectivorous and song birds, and the nests and eggs of all birds except birds of prey; the prohibition of night-shooting, or the netting or snaring or killing of game-birds by any other means than shooting. The Customs allow the importation of tourists' and sportsmen's outfits on making a deposit of the appraised value, the deposit being returned if the articles are exported from Canada within six months.

Maskitsy Fish and Game Club.

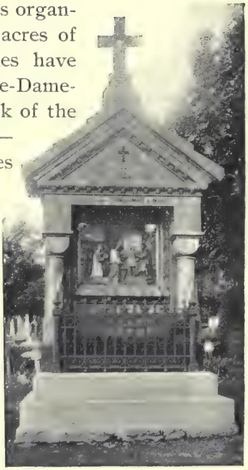
CHAPTER X.

THE ENVIRONS OF MONTREAL

MONTREAL is credited with being more extensive than it is in reality, for the outlying parts, that are generally included when speaking of "Montreal," are, in many cases, entirely distinct cities or towns. Taking the various suburbs, in order, from east to west (with a brief mention of their chief points of interest), we find the city proper to be surrounded as follows.

On the extreme east is seen the town of Maisonneuve, incorporated in 1883, and containing a number of large factories and the National Lacrosse and Baseball Club, also a driving-park. In the north-east is Delorimier municipality, which extends west to Papineau avenue and north to Côte Visitation road. Then comes the village of Villeray, which confines the city boundaries to the point where the town of St. Louis commences. St. Louis was formerly known as St. Louis du Mile-end, and incorporated in 1895, including what is known as the Montreal Annex. The town is growing very rapidly, having a population now of eleven thousand. The Shamrock Amateur Athletic Association grounds are in the town-limits. Next comes Outremont ("Beyond the Mount,") which dates back to 1875. This is almost entirely a residential suburb, and contains many very pretty houses and an old relic in the shape of the cabin of the "Accommotion," the first steamboat built on the St. Lawrence (see page 26), which was brought here for

The New Outremont Golf Club.



One of the Fourteen Shrines.

use as a summer-house. The Outremont Golf Club was organized in 1902, and their course includes over eighty acres of excellently diversified territory, over which nine holes have been laid out. Further west are the villages of Notre-Dame-des-Neiges and Notre-Dame-de-Grâce, lying at the back of the mountain; and in close proximity are the two cemeteries—the Mount Royal for Protestants, and the Côte-des-Neiges for Catholics. Both lying in a hollow on the slope of the mountain, it is difficult to say which is the more beautiful, although, from point of interest, the Catholic cemetery takes first place by reason of the "Way of the Cross" and the "Patriots'" monument, the latter being erected to the memory of the rebels who fell in the rising of '37. "The Way of the Cross" is a winding road, overshadowed by trees, and at regular intervals are shrines representing scenes on the way to Calvary. The road gradually creeps up until the summit is reached, on which is erected a realistic representation of the crucifixion. On certain church festivals open-air sermons are preached here, attended by fifty thousand to eighty thousand people of the several congregations in the city.

The village contains a hospital for incurables and the celebrated Villa Maria Convent—the mother-house of the nuns of the Congrégation de Notre-Dame. A magnificent building erected by them on the south-western slope of the mountain, overlooking Westmount, was burned down in 1893, and only a portion of the eastern end now remains. Their present home is "Monklands," a house that was at one time the residence of the governors-general of Canada, when Montreal was the seat of government. It is now a seminary for girls. The Park and Island Railway tracks run round the back of the mountain and through several old-fashioned villages, affording a most delightful ride. Mention must

The "Calvary" in the Côte-des-Neiges Cemetery.

not be forgotten of "Lumkins"—a celebrated hostelry for snowshoe parties in the winter and bicyclists in the summer.

The next boundary of Montreal is Westmount, a town given over altogether to residences, with, here and there, a few stores, and a population of about ten thousand. It is becoming every year more popular, and deservedly so, for its avenues and streets are most charmingly laid out, with handsome and picturesque residences. The park has already been described on page 83, also the Montreal Amateur Athletic Association grounds on page 93.

"Monklands."

St. Cunegonde rejoices in the title of "city," and lies to the west of Montreal, like Westmount, but on a lower level. Its population—about eleven thousand—are chiefly engaged in, or connected with factories, of which there are a great number. Nearer to the river is the city of St. Henri—the third largest city in the Province of Quebec—with a population of twenty-two thousand. This was formed by the amalgamation of the former villages of Tannery West and Côteau St. Augustin, and is noted for its magnificent city-hall and a remarkably fine parish church.

This completes the confines of Montreal, excepting for the small town of St. Paul, which lies south of the Lachine Canal; and some of the more distant suburbs can now be taken.

On the south side of the St. Lawrence, directly opposite the town, lies the town of St. Lambert (population fifteen hundred), the residents of which are mostly employed

Villa Maria Convent, destroyed by fire in 1893.

in the city. A crib-work, lately completed by the Government along the river-bank to protect the town from floods, forms a splendid promenade of over one thousand feet in length. There is excellent boating on the river, the St. Lambert Boat Club being one of the best around Montreal. Slocum Lodge, the club and kennels of the Canadian Hunt Club, is situated on the river-bank, and a very tasty new club-house is being erected for the Victoria Golf and County Club, which will have a full eighteen-hole course ready by the autumn.

A few miles further east is the flourishing county town of Longueuil, containing some thirty-five hundred people, and in which a market is held daily. Ferry-boats run constantly between here and the city, while in winter the ice-road across the river is the chief highway for market produce coming into Montreal from the southern districts. In January, 1880, a railroad was built on the ice, and trains, consisting of locomotive, tender and two cars carrying two hundred passengers, ran between Montreal and Longueuil, using this unique track in safety.

West of St. Lambert, and a little below the Lachine Rapids, lies the ancient parish of Laprairie, dating back to 1668. The village can be reached by boat from Montreal, and is a very pleasant and healthy summer resort. It has the honour of being the first place to have railroad service in British North America, a railroad being built from here to St. Johns in 1836. This was at first worked by horse-traction, afterwards by steam, but the rails were taken up a few years later. There is excellent fishing in the vicinity.

Returning now to the Montreal side of the river, mention may be made of Verdun, with its immense insane asylum for Protestants, which is situated on the lower road to Lachine, and nearly opposite to Nun's Island or, properly speaking, St. Paul Island. This island was conceded, in 1664, by de Lauzon (see page 7) to Jacques LeBer and others, one-third of it passing into the possession of the Sisters of the Congrégation de Notre-Dame in 1706. In 1764 the whole island became their property, and the same year they built the nunnery which is illustrated on page 17.

Beyond Verdun there comes to view the celebrated Lachine Rapids, now almost as widely known as Niagara Falls. These are the most perilous of all the St. Lawrence rapids, the river making a drop of forty-five feet, and the channel being set with jagged rocks that would cause instantaneous destruction to any craft diverging but a hair-breadth from the one tortuous passage which alone makes navigation possible, and then only by a thoroughly experienced pilot. Lachine rapids were navigated by a steamer for the first time on the 19th August, 1841, and since that date many thousands of people have felt the thrill of what is a most exciting experience. One or two steamers make the journey every day whilst navigation is open, trains from Montreal connecting with the boats at Lachine specially for the trip. Those people who look for a series of theatrical escapes from a watery grave will be either disappointed or gratified (according to temperament) by the actual journey down the rapids, as the dangers, although real and ever present, do not appear evident to the average passenger. On leaving Lachine the increased speed is soon noticeable, and a drag on the boat intimates the force of the waters some little time before the white breakers of the rapids appear. Gathering speed with every foot of the journey, the vessel at last feels the full tremendous power of the river, as, surrounded by angry waves on every side, the noise of which almost drowns the voice, it rushes through what appears to be a rock-strewn cauldron of boiling water. Wicked-looking rocks appear to bar further passage, only to be left to the right or the left as the boat obeys the pilot's guiding-hand, whilst whirlpools and seething eddies, here and there, tell of the many deep fissures in the river-bed. The downward course is distinctly felt as the boat descends, the sensation being almost as if the vessel were going down a flight of steps (as in truth it is), only without any actual bumping or jolting.

Shooting the Lachine Rapids,

No one should rest content with but one experience, as the eye is too busy noticing the surroundings on the first trip to allow full realization of the relentless forces surrounding the boat. The second or third trip will prove far more exciting, as one is then better able to appreciate the iron nerve and steady hand of the Indian pilot, which alone saves the vessel and its living freight from instant destruction.

The town of Lachine lies a few miles above the rapids and nine miles from Montreal, the first settlement dating back to 1666, in which year Sieur de LaSalle acquired a tract of land from the Seminary and built thereon a stone house, the ruins of which can still be seen on the lower Lachine road, although slowly crumbling away. LaSalle left his seigniory to explore the far West, believing the way to China lay by way of the St. Lawrence (hence the name "à la Chine"). After founding the present city of Kingston (then known as Fort Frontenac), navigating Lake Ontario, building Fort Niagara, discovering the Mississippi and tracing it into the Gulf of Mexico, he was murdered by his own followers in the wilds of Louisiana in 1687. On LaSalle abandoning the settlement, it again came into the possession of the Seminary, and gradually developed into a peaceful and contented little village, all unconscious of the terrible doom that was about to overtake it. On the evening of the 4th of August, 1689, night fell on a happy, thriving village. Next morning—black ruins, smouldering homesteads, mutilated and charred corpses; and, for the survivors, the memory of the most hellish and indescribable cruelties. The Iroquois, out of revenge for breach of faith on the part of the French on two or three occasions, and smarting also under the well-merited chastisement of the Senecas by de Denonville, had surrounded the village, under cover of a dark, stormy night, ruthlessly massacred the inhabitants, and laid waste the land to the very gates of Montreal.

Old Windmill on Lower Lachine Road.

The Old LaSalle Homestead.

Near the LaSalle homestead is an old windmill, well over two hundred years old, erected by a Scotchman named Fleming, who had to fight a long action with the Sulpicians, they having claimed the exclusive right of grinding corn on the island of Montreal. The Privy Council finally decided that the air of heaven being free, no one could be restricted from using it.

The present town has a population of about six thousand, and is a popular residential suburb for many Montrealers during the summer months. Its regattas are among the best on Lake St. Louis, and the

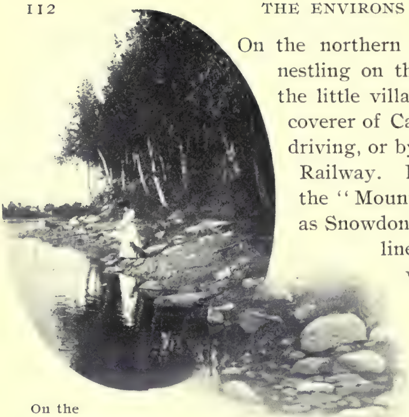
Some very ancient Caughnawagans.

Lachine Boating Club is far-famed. Several large industries are located in or near the town, and there is a big Roman Catholic church, and a fine convent in the charge of the reverend sisters of St. Anne. St. Stephen's Church, situated close to the convent, is associated with much interesting history, although the building itself is not very ancient. It was built about 1834, during the days when Lachine was a military outpost, and was at first a military chapel, pure and simple; but when the present Archbishop Bond of Montreal took charge of the parish, after his ordination, it became attached to the Church as a mission station, finally becoming a part of the diocese when Bishop Oxenden was bishop.

St. Stephen's Church, Lachine.

The Lachine Canal commences at the town, running direct to Montreal, with five locks, which overcome a difference in levels of forty-five feet and allows boats of fourteen feet draught easy passage. Below the town, and near the foot of the rapids, is the power-house of the Lachine Rapids Hydraulic and Land Company, who develope some twelve thousand electrical horse-power for use in Montreal, etc.

On the opposite side of the river is the Indian village of Caughnawaga, while beyond Lachine are the numerous summer resorts on the lake-shore, of which Dorval and Dixie have already been mentioned on page 94. Lakeside, Beaconsfield, Pointe Claire, etc., call for no special notice, but St. Anne de Bellevue is worthy of more than a paragraph and will be described more fully later.



On the Rivière-des-Prairies at Cartierville.

On the northern shore of the island of Montreal, and nestling on the banks of the Rivière-des-Prairies, is the little village of Cartierville (named after the discoverer of Canada), which can be reached either by driving, or by the electric cars of the Park and Island Railway. Right at the back of the mountain, on the "Mountain Belt Line," is a small station known as Snowdon Junction, and it is at this point that the line branches off for St. Laurent and Cartierville. The first stop of importance is St. Laurent, a small town of twelve hundred inhabitants, with an immense church, convent and college, and a very pretty little lake and park near the track. It also contains five hotels and chicory and tobacco factories. To a non-Canadian, it appears astounding that such small parishes can afford the huge churches that are so in evidence in many of the country places in the Province of Quebec; but a visit to these churches at the different services on Sunday morning will generally convince the stranger that they are none too large for the congregations they have to accommodate; the church being the rallying-point for miles of surrounding country.

No one would imagine they were in a British country on glancing round here, and seeing the French flag everywhere. From the church, the college, the hotels, and from every house boasting a flagpost, the tricolor floats in the breeze—the symbol of a nationality that, although merged in the "Canadian," still remains French.

On reaching Cartierville station, a pathway immediately opposite leads to the park, an extremely pretty enclosure on the banks of the Rivière-des-Prairies.

"Far from the madding crowd."

Cartierville Park.

Although only lately opened, it is already very popular with holiday folks, and an excellent restaurant in the grounds supplies refreshments, both solid and liquid. The park has a number of swings and seats, and offers numerous attractions in the way of recreation, the walks along the river-banks being alone worth the journey from the city. On the other side of the river is Bord-à-Plouffe, through which a road leads to St. Eustache (some eight miles north), the scene of the fight with the rebels of '37 in which Dr. Chenier was killed. The house in which the Imperial officers were quartered, prior to their crossing the river, can be seen at the principal corner of the village. After exploring the park, the road should be taken leading to the village, when, on turning to the right, one again comes to the river at a point where it is spanned by an old wooden bridge. In the woods to the left are to be found, in the early summer, the most lovely profusion of wild-flowers on the island, with wild strawberries and raspberries in abundance; whilst the lepidoptera enthusiast will find more varieties of butterflies than he can name. The Rivière-des-Prairies is known locally as the "Back River," and has many beautiful and picturesque spots along its shores. Boating and fishing are favourite recreations, and a very pleasant break in a week's hard work in the city is to be obtained by a ride out here for a couple of hours' fishing—*vide* the old man in the picture. Further up the river is St. Geneviève, another equally pretty place, to which

Lane at Cartierville.

it is hoped an electric car service will, before long, give easier access. A little past St. Geneviève commences a chain of magnificent country mansions, which continue along the north shore of the island right round to St. Anne de Bellevue. The roads round here are well shaded with trees, and the occasional glimpses of the river, and the old-fashioned wayside cottages, make a walk or a drive a very enjoyable experience; or, if a cycling trip be contemplated, a fairly good run is afforded, the roads being for the most part well macadamized. The Park and Island Railway has now been incorporated with the Montreal Street Railway and the connecting city service greatly improved. Cars run every twenty minutes during the summer, with extra accommodation in the evenings and on holidays and Sundays.

Peloquin's Hotel.

Some three or four miles below Cartierville, and on the banks of the same river, is the village of Sault-aux-Récollets. The Park and Island Railway runs a half-hourly service to and from the city, and the ride is even more picturesque than the one to Cartierville. After passing the Shamrock Athletic grounds, in the north-east suburb, the track runs through the weirdest collection of small houses to be seen on the island. They are apparently built of old biscuit-tins and bits of scrap-metal, some being covered with tarred felt studded with big nails, whilst others are patched with a dozen different sorts of tin. The line runs for a little way through flat bush-land, covered with small shrubs, and then descends a long gradual slope towards Ahuntsic, better known as Peloquin's. A very lovely view is to be obtained from the top of this slope; the fertile meadowlands, dotted, here and there, with clusters of trees, with the glitter of the river in the background, being extremely

Shrine on Rivière-des-Prairies Road.

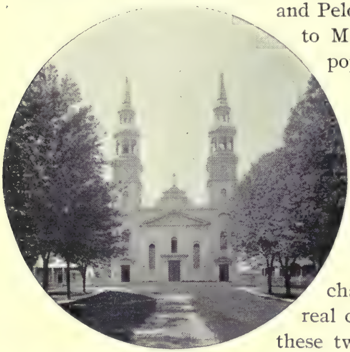
characteristic of the island of Montreal, and forming a scene of picturesque cultivation such as is not often seen. At Ahuntsic, the track turns at right angles to continue to Sault-aux-Récollets, which is about another half-mile further on. This is a most delightful little village, and the most typically French-Canadian on the island; the diminutive houses, the old-fashioned gardens, and the quaint open-air ovens, all combining to produce the impression of their belonging to some byegone days. A very fine convent, surrounded by extensive grounds, is situated on the banks of the river, and belongs to the Sisters of the Order of the Sacred Heart, one of the leading educational institutions for girls in Canada. Not only from Canada, however, are its pupils recruited, but from all over the States, as the healthy and picturesque situation, together with the excellence of the teaching, makes it the most popular of all the nunnery schools. The academy, here, has one hundred and fifteen young lady pupils, and there is a separate free day-school, which has three French and two English courses of study, with ninety pupils; whilst in Montreal the order (which was established in Canada in 1842) has two establishments (one a poor school), with two hundred and sixty-six children in attendance. Their chief building is on St. Alexander street.

A Glimpse of the Rivière-des-Prairies

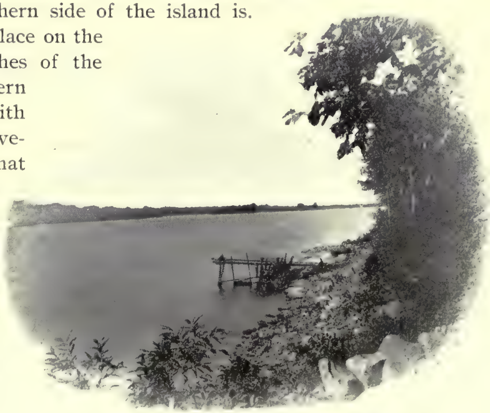
A very large church, built in 1851, stands near the car track, and bears a strong resemblance to the celebrated St. Anne de Beaupré, near Quebec. The

A Typical Street in Sault-aux-Récollets.

illustration shows one of the wayside shrines so numerous in the country parts of Quebec Province. This particular shrine (which has a figure of the Virgin in the turret on the roof) is placed on the road-side between Sault-aux-Récollets and Peloquin's. Peloquin is a name very well known to Montrealers, the hotel being one of the most popular outside of Montreal, and a favourite resort for bicycle clubs, driving parties, the Montreal Tandem Club, and the Montreal Hunt Club. By crossing the bridge over the river near the hotel, the river-side road can be taken to St. Vincent de Paul, the great penal establishment of the Province; or, by striking across the island (Ile Jésus, not Montreal Island), St. Rose can be reached, a very charming place on Jesus river, where many Montreal citizens reside during the summer. Either of these two places are worthy of a visit, and are well within a two-hour's walk of Peloquin's. About halfway between here and Cartierville lies the pretty village of Bordeaux, situated on a high plateau overlooking the river. By reason of its charming scenery and well laid-out streets and avenues, this village has become a favourite summer resort of Montreal business-men during the last few years, and the Canadian Pacific Railway, giving a frequent service of trains into Place Viger Station at a commutation fare of five cents, lends a further inducement to reside here during the summer months. Eastward of Sault-aux-Récollets, towards Bout de l'Ile, there are no other villages of importance, and it will be noticed how comparatively bare of villages the northern side of the island is.


Sault-aux-Récollets Church.

The early settlements all took place on the St. Lawrence side; the branches of the Ottawa, flowing round the northern shores, being too broken up with rapids to be of any value as an avenue of trade; and it is probable that Cartierville, Sault-aux-Récollets and Bordeaux only sprung up from their being on, or near to, the main roads leading to the mainland, this proximity to a trade-highway bringing certain means of livelihood, apart from what was to be made out of the cultivation of the ground.

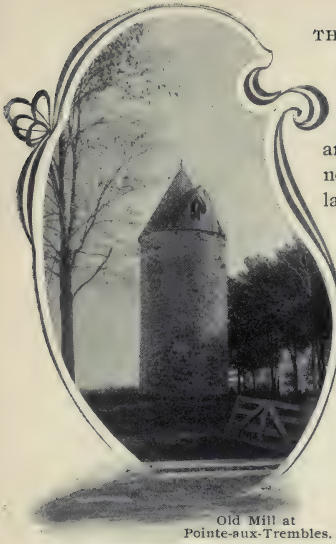

The Rivière-des-Prairies at Sault-aux-Récollets.

SUNSET AT BOUT-DE-L'ILE.

Longue Point Lunatic Asylum.

"TO BOUT-DE-L'ILE" BY THE MONTREAL TERMINAL RAILWAY. — From the inception of the Montreal Terminal Railway, in 1896, the management has spared neither time nor money in developing the system for the welfare of the public. How they have succeeded is proven by the thousands of people who crowd the cars to visit that latest acquisition to the city's breathing-spaces—Bout-de-l'Ile Park. The park is, however, but one of a number of interesting places along the line, and it will be, perhaps, best to describe them in the order they are reached. The Terminal tracks, until quite lately, only ran as far as LaSalle avenue, in Maisonneuve, but they now extend into the heart of the city proper, thus opening through communication between all parts of Montreal and the delightful country extending for twelve miles east of the city. On leaving LaSalle avenue, a sharp turn in the track presents such a sudden change of scene as to be almost theatrical. One moment the car is passing along an East-end street, amidst dust, dirt and grime ; then, instantaneously as it were, it is amongst green fields, with a fresh, invigorating breeze bringing the scent of wild-flowers to replace the unsavoury odours just left behind. As the car glides along and Montreal is left further and further behind, one begins to realize why Montreal Island is called the "Garden of Eastern Canada." The farm-lands fairly breathe "productiveness," whilst the appearance of the farm-buildings speak for the prosperity of their owners. Three miles from Maisonneuve, Longue Pointe is reached (sometimes called Beaurivage Village), where there is situated an immense asylum for the insane, under the care of the Sisters of the Order of l'Asile de la Providence. A great fire broke out in the asylum in 1890, by which many inmates were burned to death, but it has now been rebuilt and greatly enlarged. Half a mile south of the track lies the village, which dates back to 1722, and here is situated another asylum, which takes in

Pointe-aux-Trembles Village.



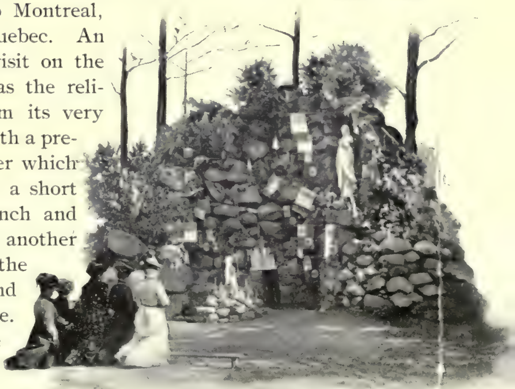
Old Mill at Pointe-aux-Trembles.

well-to-do patients who can afford to pay for the treatment and care given them. The large buildings passed on the way to the village are the farms and out-buildings of the asylum. A nunnery is situated nearer the river. Another few miles brings to view a large cluster of houses sheltered under a great profusion of maple, elm and ash trees. This is Pointe-aux-Trembles, a little village lying on the banks of the St. Lawrence, which ought to be much better known by Montreal people. It is almost like a toy village, so diminutive are its houses, with their tiny gardens, and so narrow are its quaint little streets, all trying to hide under and behind the spreading boughs of the trees. It is far from being a modern settlement, for the church was built in 1709 (as the date on the front relates), and the old tower, standing a little to the west, dates back to the founding of the village in 1674. These old towers, of which so few now remain, were the grist-mills of the seigneurs, to whom the tenants had to bring their corn to be ground, one-fourteenth being left in payment for the service rendered. Some of them were loopholed for defensive purposes against the Indians, and were the scenes of many exciting deeds in the early days of the colony. A magnificent view is to be obtained from the top of the lighthouse near the tower, the expanse and magnitude of the St. Lawrence river being realized most vividly when seen from an altitude. A number of skiffs are to be had, near the small pier, for

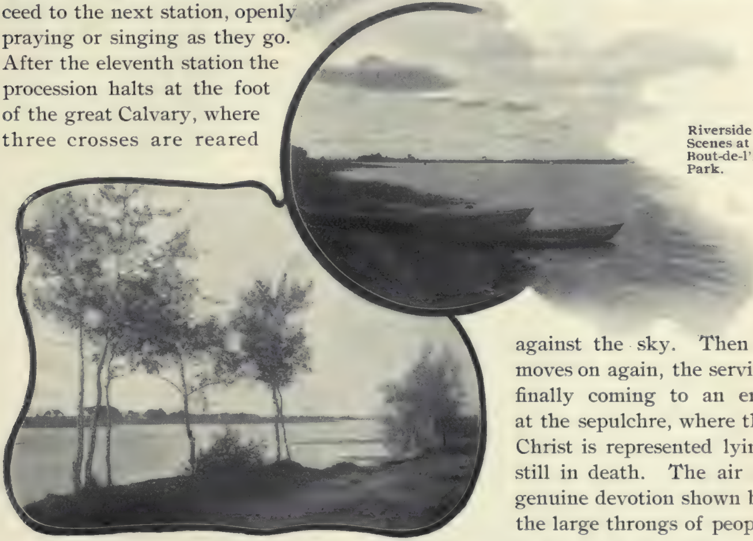
River Scenes at Pointe-aux-Trembles.

boating on the river; and a first-rate hotel is situated on the main road to Montreal, just outside the village. It is remarkable that more people do not make their summer home at such a charming little place, as the air is delightfully sweet and fresh, the village both romantic and picturesque, and "town" but thirty minutes distant. A short distance east of the village are the new rifle-ranges, which have but lately been opened for the practice of good shooting—that primary necessity of the wars of the future,—and on Saturdays and holidays the great number of men who face the targets show the appreciation with which they are regarded. Another mile, and the line branches in two, the main track continuing to Bout-de-l'Ile and the branch to Brisset, commonly known as "The Chapel." Here is built "la Chapelle de la Réparation," and in the grounds surrounding it is the "Grotto of our Lord's agony." The grotto stands near the beginning of the Via Doloris, or path along which the Stations of the Cross are ranged. It is a large mass of cement and stone, fashioned into the form of a natural pile of rocks, and, within, a life-size plaster figure of Christ kneels in the attitude of prayer, while a white-robed angel descends in front of Him, carrying the cup in his hands. Another shrine is placed in a grove nearby, built in a similar way, but containing a figure of the Virgin. The shrine has only recently been established by the Fathers of the Holy Sacrament, but the number of pilgrimages thereto are already making it, to Montreal, what St. Anne-de-Beaupré is to Quebec. An effort should be made to pay a visit on the occasion of a special pilgrimage, as the religious ceremony is impressive from its very simplicity. The ceremony starts with a preliminary sermon in the chapel, after which a litany is sung at the grotto, and a short open-air sermon preached in French and English. Then the priest begins another litany as he leads the way through the grotto, his voice growing fainter and fainter as he recedes in the distance. From here a tour is made of the Stations of the Cross, the people

Rifle Ranges at Pointe-aux-Trembles.


Shrine at Brisset.

halting before each station while the priest explains the story represented by the group, and makes a plain application to everyday life. When his short discourse is ended, all kneel on the bare ground and chant a brief litany, then rise and proceed to the next station, openly praying or singing as they go. After the eleventh station the procession halts at the foot of the great Calvary, where three crosses are reared against the sky. Then it moves on again, the service finally coming to an end at the sepulchre, where the Christ is represented lying still in death. The air of genuine devotion shown by the large throngs of people that take part in the procession (many of whom are folks whose bent figures and wrinkled faces tell of a life nearly finished) gives a striking example of the hold the Roman Catholic religious ceremonies have on the minds of the people.

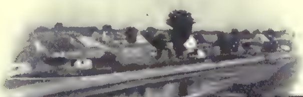


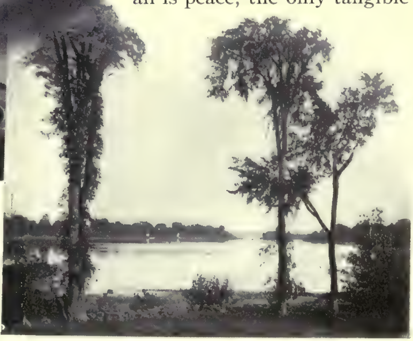
Riverside Scenes at Bout-de-l'Ile Park.

Continuing by the main line to Bout-de-l'Ile, about half a mile from the terminus a stop is made at the park, an enclosure of over thirty acres in extent, bordered by the Rivière-des-Prairies. In this park, which is absolutely free to the public, are shady grounds and open fields, swings, rustic seats and tables for picnicing parties, pavilions, and a well-stocked restaurant, and, in fact, everything that can make the place attractive and bright. Competent guardians are in attendance and the courteous and careful way in which they handle a big crowd on holidays is wonderful.

Bout-de-l'Ile Hotel.

St. Anne de Bellevue.—This picturesque village lies at the extreme western end of the island of Montreal, and is, without exception, the prettiest and quaintest bit of the whole island. It is one of Montreal's most popular summer resorts, and the shores of the river above the village are dotted with the magnificent country-houses of the more wealthy Montreal business-men. But St. Anne has very much more than a reputation as a pleasant summer suburb. Its position, at the confluence of the Ottawa and St. Lawrence rivers, made it the scene of many stirring events in the early days of the French settlers. Here, the *voyageurs*, when leaving for the unknown interior, said a long goodbye to civilization; here, the Indian war-parties, travelling from north and west by the two great rivers, united their forces before sweeping down on the white settlers further east; here, about 1700, trade was carried on with the friendly Indians, frequently interrupted by fighting with the hostile Iroquois. Now, however, all is peace, the only tangible





General View of St. Anne de Bellevue.
Type of Cottages.
The Main Street.
The Boat for Montreal.
View from Fort Senneville.

LeBer's Mill.

remains of byegone romance being the ruins of old Fort Senneville and the LeBer windmill. The fortified château known as Fort Senneville was built by Jacques LeBer de Senneville in 1697. It originally consisted of a two-story house, protected by square flanking towers at each corner, which commanded all approaches both by land and water. Garrisons of soldiers were kept there in 1747 and 1748, in consequence of fresh attacks by the Mohawk tribe. The fort was finally dismantled, in 1775, by the American troops when marching upon Montreal. The ruins are now well preserved but almost lost to sight beneath the vines and creepers. On an elevation, a little further inland, is the old windmill, erected in 1688, by the same man. It was loopholed, and bore several fierce Indian attacks in safety, until 1691, when the Iroquois burned it, after a gallant defence by LeBer's people, who defended a breach in the wall against three hundred Iroquois, losing only two of their number whilst so doing. A new top has lately been added, and the whole is in excellent preservation. The village itself consists of one long main street, containing many picturesque old houses. Other streets lead off in all directions, mostly crooked, and queer-roofed, one-storied cottages are everywhere in evidence. Here is to be seen the house in which Tom Moore, the great Irish poet, resided in 1805, and in which he wrote the "Canadian Boat Song." There are some capital hotels, and, as regards boating, words can hardly tell of the many exquisite dream-spots to be found amongst the islands of Lake St. Louis and the Lake of Two Mountains. The fishing is exceptionally good, black-bass, perch and doré being the most plentiful, whilst the maskinongé grounds, that lie seven miles below St. Anne, are amongst the best in Canada. Guides and boats can be had for two dollars a day and sailing-boats at a nominal charge. The Ottawa river boat stops here on its way to Carillon (a very enjoyable day's trip), and again on its return journey to Montreal, the latter being a most agreeable way to return to the city, "shooting" Lachine Rapids *en route*.

Ruins of Fort Senneville.

LAC-DES-SABLES—ST. AGATHE-DES-MONTS.

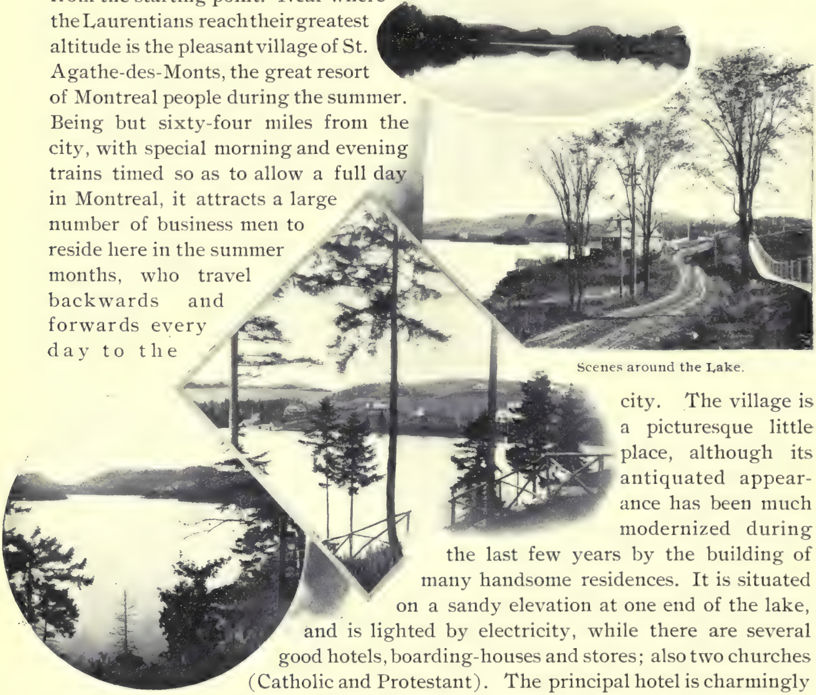
CHAPTER XI.

THE NORTHERN VICINITY OF MONTREAL

ST. AGATHE-DES-MONTS is reached by a short and pleasant ride from Montreal on the Labelle branch of the Canadian Pacific Railway. It is a steep climb from the city, the railway from St. Jérome running up the valley of the Rivière-du-Nord (North River), and following the twists and turns of that stream for the greater part of the way. High hills rise up on every side, presenting what are, apparently, impenetrable barriers, but which, on closer approach, give access to still higher ground through the passes and defiles in the mountains. Below the track runs the rapid-flowing river, and sylvan lakes are skirted, that mark the first links in the chain upon chain of lakes that extend to the far north. Just beyond St. Agathe, the summit of the range is reached—fourteen hundred feet above the sea—and then there is a gradual descent on the other side of the mountains to Labelle, the northern terminus, one hundred and one miles

CASTLE DES MONTS

from the starting point. Near where the Laurentians reach their greatest altitude is the pleasant village of St. Agathe-des-Monts, the great resort of Montreal people during the summer. Being but sixty-four miles from the city, with special morning and evening trains timed so as to allow a full day in Montreal, it attracts a large number of business men to reside here in the summer months, who travel backwards and forwards every day to the city. The village is a picturesque little place, although its antiquated appearance has been much modernized during the last few years by the building of many handsome residences. It is situated on a sandy elevation at one end of the lake, and is lighted by electricity, while there are several good hotels, boarding-houses and stores; also two churches (Catholic and Protestant). The principal hotel is charmingly situated on an island near the shore, with which it is connected by a bridge.



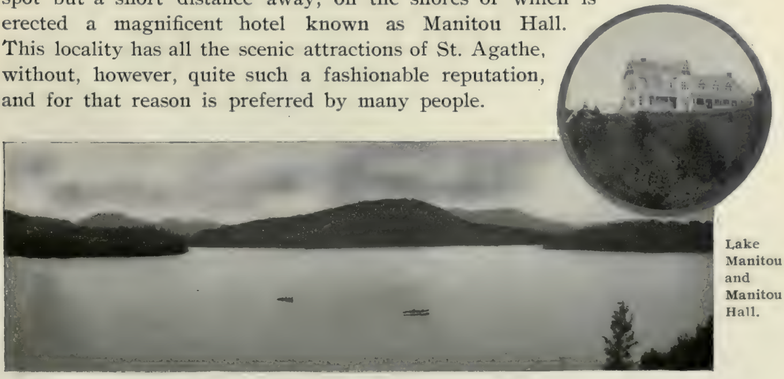
Scenes around the Lake.

Lac-des-Sables, on the sloping shores of which lies the village, is a lovely sheet of water, and one very much more extensive than it appears, as the bends in the shore divide the lake into three parts, only one of which can be seen from any particular point. The full-page illustration shows the appearance of the lake from "The Point," a narrow peninsula

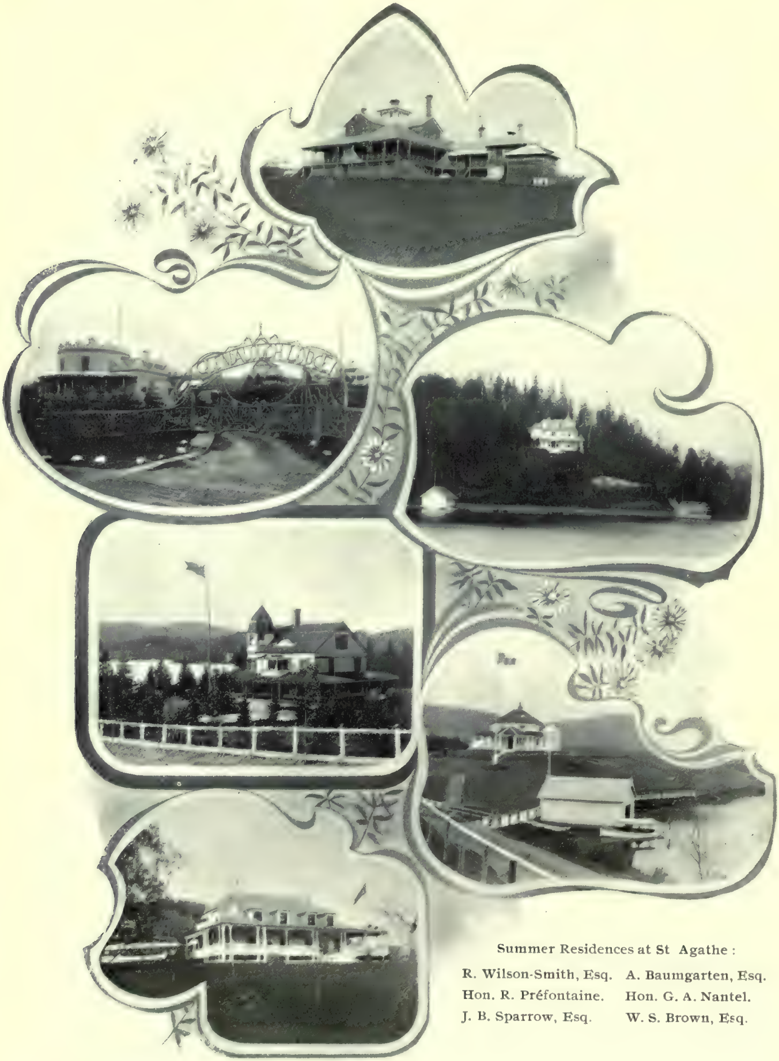
The Town and Lake.

The Lake from "The Echoes."

dividing the lake into two arms at the village end. During the summer season the water is covered with pleasure crafts of every description—canoes, sail-boats, punts, launches, etc.—and presents a scene animated to a degree; while plenty of speckled trout in the lake afford sport for the angler. A very charming walk or drive may be enjoyed by taking the "Tour-du-Lac" road, which, as the name implies, follows the water from end to end, and gives practically a panoramic view of the entire lake. In no other country-place in the Province of Quebec can there be found so many beautiful houses as are to be seen nestling on the shores of Lac-des-Sables or perched on the heights surrounding the lake; those on the lower level having delightful gardens extending to the water's-edge, with dainty boat-houses snuggling at their foot. It is no wonder, therefore, that St. Agathe should be a fashionable summer resort. The roads in the vicinity are good, enabling visitors to drive through the country and reach nameless lakelets in which few lines have ever been cast. From St. Agathe it is an attractive seven-miles drive to St. Lucie, nestling in a valley, around which are clustered twenty fishing lakes. The village boasts of a good hotel, at which visitors can be supplied with boats, fishing-tackle, vehicles, etc. Lake Manitou is another lovely spot but a short distance away, on the shores of which is erected a magnificent hotel known as Manitou Hall. This locality has all the scenic attractions of St. Agathe, without, however, quite such a fashionable reputation, and for that reason is preferred by many people.



Lake Manitou and Manitou Hall.

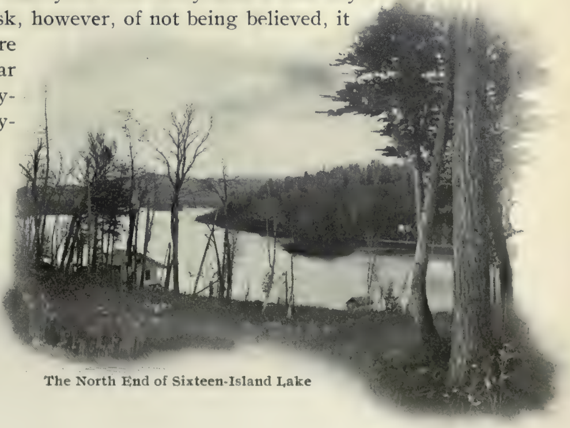


Summer Residences at St Agathe :

R. Wilson-Smith, Esq. A. Baumgarten, Esq.
Hon. R. Préfontaine. Hon. G. A. Nantel.
J. B. Sparrow, Esq. W. S. Brown, Esq.

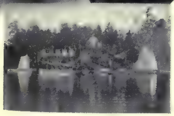
A Typical Laurentian Stream.

SIXTEEN-ISLAND LAKE, about sixty miles from Montreal by the Great Northern Railway of Canada, is destined to be, ere a few years elapse, one of the most popular places in the vicinity of Montreal, as it has the merit of lying in the healthiest, loveliest and most delightful part of the noble Laurentian range, the beauties of which have as yet been but faintly realized. Some five years ago a railway was constructed from a point on the Canadian Pacific eleven miles north of St. Jérome, to a little town called Arundel, thirty-three miles to the westward. This road was known as the Montfort and Gatineau Colonization Railway, and traversed a country very wild and beautiful, running through the southern range of the Laurentian hills and having a mean altitude of twelve hundred feet above sea-level. It is now a part of the Great Northern Railway of Canada, connecting at St. Jérome with their main line, also with the branch under construction to Charlemagne, opposite Bout-de-l'Ile Park. It is indeed a lake district—lakes to the right, lakes to the left, lakes everywhere: and such charming lakes; dotted with islands, the shores beautifully wooded, and making such exquisite pictures, as they nestle in the heart of the hills, that man's presence seems a rude intrusion. One moment the train skirts the shore of a lovely sheet of water, and a few minutes later the same water is seen lying away below us as the train pursues its way spirally over the hills. As for fish—well! there is a limit to people's credulity, so for particulars read your own diary after a few day's work with a rod. At the risk, however, of not being believed, it must be stated that there were landed from a small lake near Arundel, in three days, ninety-one, eighty-seven and seventy-three trout, respectively, and by one rod only. It is difficult to particularize any one spot amongst so many, but there has been chosen for illustration here the Sixteen-Island Lake, about midway down the line; a charming and romantic spot to which no photograph can do justice. The



The North End of Sixteen-Island Lake

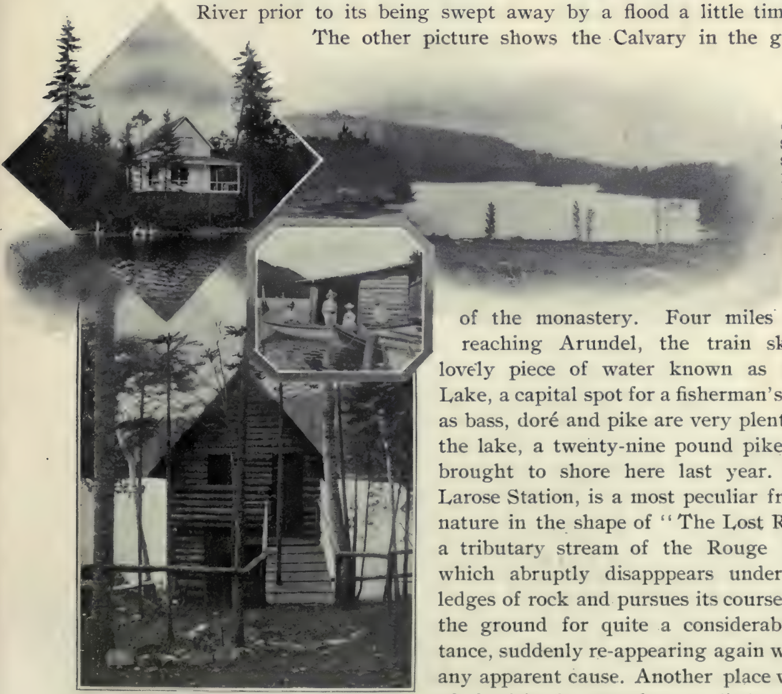
lake is five miles long by three miles wide, and contains sixteen islands, hence its name. On all sides are mountains, some rising seven hundred feet above the level of the lake; and six other lakes are in close proximity, all of which are well stocked with grey and red trout, which can be caught any time during fishing season with either fly or bait. Six years ago there was not one house on the lake. Dr. Stackhouse, of Lachute, was the first to purchase an island from the Quebec Government—an ideal spot he has named "Idylwylde"—which commands a fine view of the lake. He has a very pretty cottage, with kitchen, etc., separate, boat-houses, and a good supply of skiffs, fishing-boats, sail-yachts, and a gasolene launch. The doctor is always pleased to see anybody, and takes pleasure in showing them around his island. Now, quite a number of Montreal people have erected cosy little summer-houses on the islands or on some of the delightful spots along the shore, but so indented is the edge of the lake, that one may be within a few hundred yards of two houses and yet not see a trace of either. Considering the very poor railway service there had been prior to the taking over of the road by the Great Northern, it is remarkable how much this lake was appreciated by the lucky few who had already found out its attractions; and this should speak well for its future, now that an excellent service is in operation. There


Scenes around Stackhouse Island.

The Rouge River and a representation of "Calvary" at Arundel.

is no long weary drive to take before the lakes are reached, as they are right alongside the track, or, at the most, within three miles ; and there are so many of them that the man who prefers solitude need never see a sign of his neighbour.

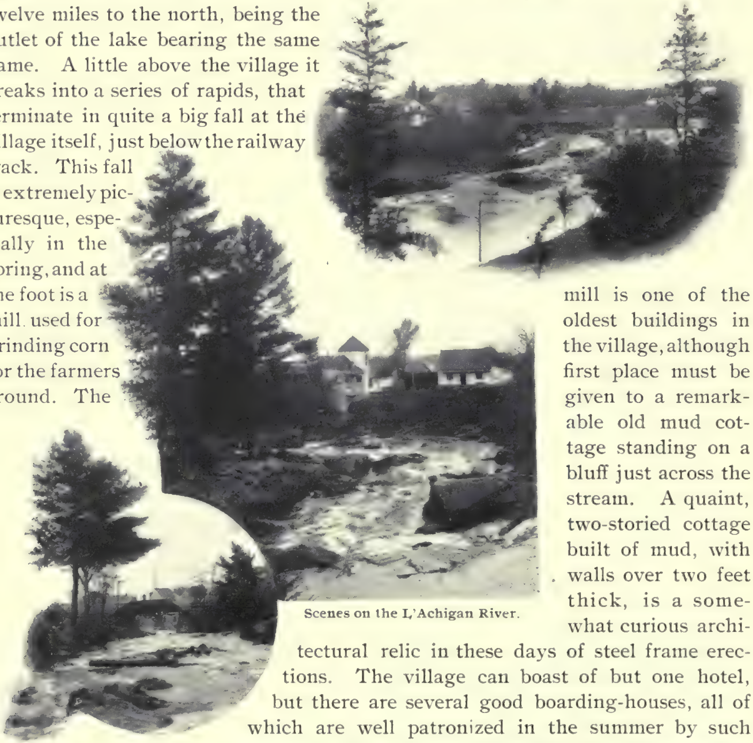
Further down the line, is Arundel, a small town very picturesquely situated on the Rouge river. Three miles north of here commences the chain of "Bark Lakes" (Lacs-aux-Ecorces), famous for the number and size of the trout in their waters. The illustration opposite shows the bridge over the Rouge River prior to its being swept away by a flood a little time ago. The other picture shows the Calvary in the grounds of the monastery. Four miles before reaching Arundel, the train skirts a lovely piece of water known as Round Lake, a capital spot for a fisherman's camp, as bass, doré and pike are very plentiful in the lake, a twenty-nine pound pike being brought to shore here last year. Near Larose Station, is a most peculiar freak of nature in the shape of "The Lost River," a tributary stream of the Rouge River, which abruptly disapppears under some ledges of rock and pursues its course under the ground for quite a considerable distance, suddenly re-appearing again without any apparent cause. Another place worthy of a visit, is Montfort, a little village situated between two lakes (Lake St. Victoire and Lake Notre-Dame), the one on the higher level discharging into the lower in a fall of over a hundred feet. A large industrial school is situated here in charge of Roman Catholic monks.



On the Shores of Sixteen-Island Lake

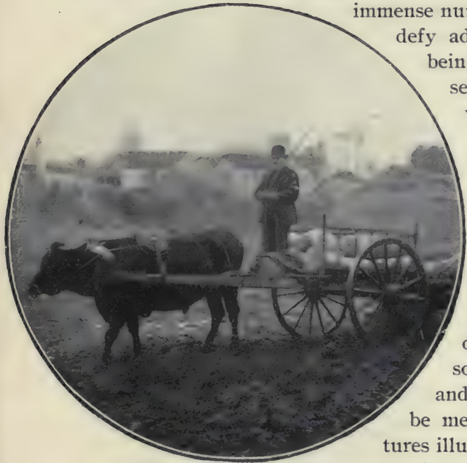
The whole of this locality is worthy of special attention from such people as may be looking for a place in which to build an ideal summer home. A more delightful country would be hard to find, and at the same time one is in touch with Montreal by telephone and telegraph and under two hours distant by rail.

New Glasgow, forty-one miles from Montreal by Great Northern Railway of Canada, is a little village situated on either side of the River L'Achigan, a small but wonderfully pretty stream. The village contains only a few hundred inhabitants, mostly Scotch, its name being in this case really appropriate. It is a place that only requires to be known to be appreciated, having many features that appeal to the lover of the beautiful. The River L'Achigan has its source some twelve miles to the north, being the outlet of the lake bearing the same name. A little above the village it breaks into a series of rapids, that terminate in quite a big fall at the village itself, just below the railway track. This fall is extremely picturesque, especially in the spring, and at the foot is a mill used for grinding corn for the farmers around. The mill is one of the oldest buildings in the village, although first place must be given to a remarkable old mud cottage standing on a bluff just across the stream. A quaint, two-storied cottage built of mud, with walls over two feet thick, is a somewhat curious architectural relic in these days of steel frame erections. The village can boast of but one hotel, but there are several good boarding-houses, all of which are well patronized in the summer by such people as have already discovered what a pleasant locality New Glasgow is. A level stretch of the river below the village permits of boating down to St. Lin, a distance of six miles, and maskinongé, pike, and black bass are to be found in the water. Every bend of the river unfolds fresh beauties, the walk up to the sawmill being particularly charming. For the benefit of people purposing to stay here for a day or two, it should be stated that a few miles to the north are to be seen two of the loveliest lakes in the district, both abounding in fish. One is Lake



Scenes on the L'Achigan River.

Connelly, six miles away; the other Lake L'Achigan, five miles further on. This lake has already gained a reputation for wild beauty, even amongst the immense number of Laurentian lakes whose charms defy adequate description. It strikes one as being very curious to find a little English settlement like this, with French villages within three miles, where they cannot understand a word of any tongue except their own. The original Scotch settlers have given the place an identity that is decidedly refreshing in this Province; and it is a positive relief to the eye not to see the stereotyped church-roof and steeple usually to be found in nearly all the French villages in this district. The illustrations opposite give some glimpses of the L'Achigan river at and about the village itself; and it might be mentioned, incidentally, that all six pictures illustrating this picturesque little place were taken in pouring rain, it being the author's misfortune to strike two extremely wet days for a trip here. The Great Northern Railway of Canada crosses the river two or three hundred yards west of the station, and a splendid view of the falls is to be had from the car window. There are a few really pretentious stores in the village, and some very pretty summer residences nestling in the woods a little above the falls. One delightfully old-fashioned custom in vogue here is the use of oxen for hauling loads, and the sight of a bullock in harness, in these days of automobiles and beef-trusts, is truly unique.



Primitive Locomotion.

Old Mill and Mud Cottage, New Glasgow.

SHAWINIGAN FALLS (150 feet high)—"The White Rose of the St. Maurice."

SHAWINIGAN FALLS, the "Electric City" of Canada, was born three short years ago, at the foot of the primeval mountain-range of the Laurentians. The upheaved granite, of which the Laurentians are composed, is the oldest formation known to geologists, and upon these elemental rocks, hoary with age, a new town has now sprung into existence, the industries of which are the outcome of the latest scientific research and ingenuity, and are housed in buildings containing the most advanced types of machinery yet devised, whose whirling wheels can be heard, night and day, singing the prophecy of Canada's future, in the words of the poet Gœthe:

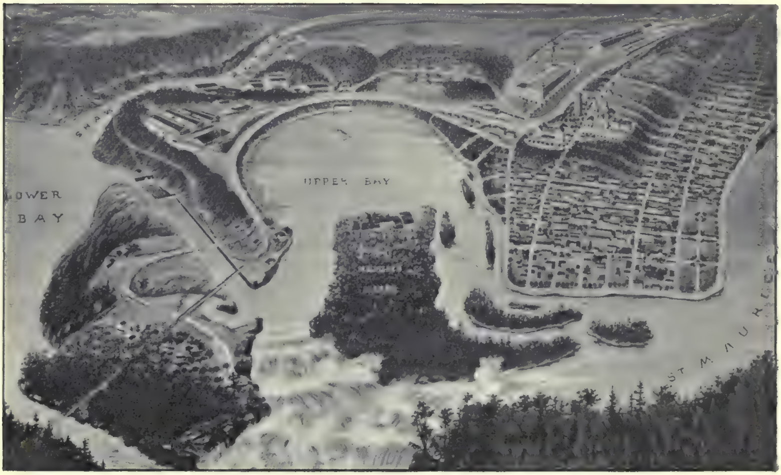
Rapids above the Falls.

"I hear the tread of pioneers
Of nations yet to be,
The first low wash of waves, where soon
Shall roll the human sea."

The whole area of country now occupied by the town, the factories, and the engineering works, was, a few years ago, covered with a virgin growth of trees. Since that time an army of working-men, numbering at times over two thousand, have transformed the forest into a prosperous town, the prosperity being based essentially on the development and use of water-power. This power is enormous, and is the largest developed in Canada to-day. The engineers' reports state that the volume of the falls is, approximately, 350,000 horse-power, but of this the original plans called for a development of 100,000 only, and work has been done on the canals and forebays for 75,000 of this 100,000 horse-power. The main canal, cut in the solid rock, has its lower end closed by a concrete bulkhead, or dam, through which pass pipes from nine to twelve feet in diameter, conveying water down a hill-side to the power-house on the lower level, where the water exerts its pressure on the water-wheels, causing them to rotate the generators and thereby gather out of space that mysterious, unknown energy called "electricity."

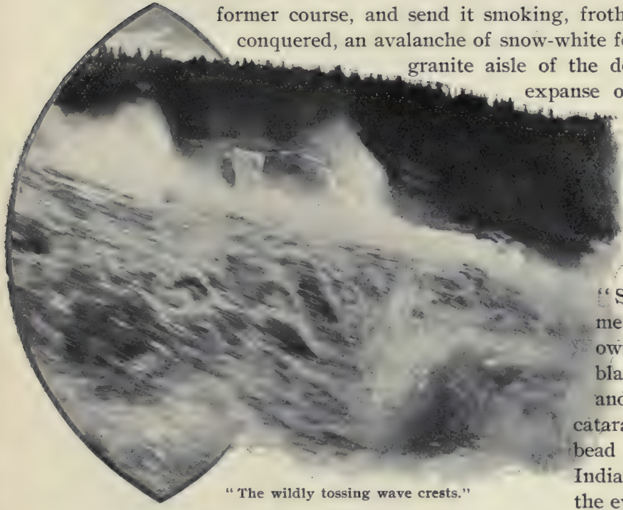
Considerable electrical power has been contracted for by three large companies, besides a number of smaller concerns. The Northern Aluminum Company produces aluminum in ingots, bars, etc., also manufacturing aluminum cables and wire. The Shawinigan Carbide Company makes calcium carbide, used in the manufacture of acetylene gas. The cotton-mill will convert the raw material into all kinds of finished goods. A second hydraulic development is also completed, and is used for the purpose of delivering power to the Belgo-Canadian Pulp Company, who are producers of pulp on a large scale, turning out about seven hundred tons a week. The charm of surprising contrasts is everywhere in evidence at Shawinigan Falls. On the one hand—the wonderful electrical power development, the busy factories, the well-laid-out town, the electric railway, the fine buildings, the telephone service—all evidence of the very new ; on the other—the gigantic waterfall, the grim, black, everlasting rocks, the illimitable forest stretching from the borders of the town in an unbroken wilderness to the far-away shores of the Arctic Sea—all undisturbed, even now—the mute memorials of the world of long ago.

The St. Maurice river, which has its source four hundred miles to the north of Shawinigan, broadens here into a bay, nearly a mile wide and five miles long, and the town lies along the shore of this bay, which is dotted with beautifully-wooded islands. A short distance below the town a large island divides the river into two streams, both of which narrow rapidly until the lower end of the island is reached, when they unite, and the whole volume of the river's water, accumulated from eighteen thousand square miles of territory, is precipitated over the rocky declivity in a magnificent fall or cascade one hundred and fifty feet high.



Bird's-eye View of Shawinigan Falls and its Industries.

Viewed from either side, the falls present a magnificent spectacle—a lake of immense proportions, moving forward and always falling, first in a steady, down-curving flood, then broken into wildly tossing wave-crests, later bursting into myriads of quickly shifting fountains, and at last taking the awful plunge to the depth below, where even then it gathers itself for another mighty effort, and rushes forward in a series of vast, snow-white, foam-crested, mist-veiled billows, which dash themselves against the dark, grim barriers of Laurentian granite. These adamantine walls turn aside the tremendous torrent at right angles to its



"The wildly tossing wave crests."

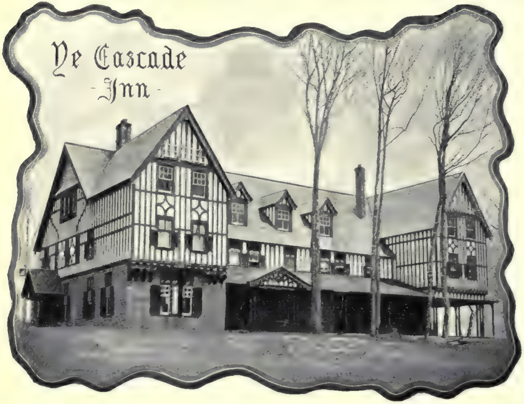
former course, and send it smoking, frothing, wildly leaping, but conquered, an avalanche of snow-white foam, through the narrow granite aisle of the deep gorge to the broad expanse of the lower bay. The old Indian legend compares the falls to a fair flower — "the White Rose of the St. Maurice" —the later Indian name "Achau enekame," from which the modern "Shawinigan" is derived, meaning "needle work," owing to the fancied resemblance between the motion and colour of this beautiful cataract and the glittering bead and quill-work of the Indian people. At night, when the eyes are less occupied and the ears are more attentive than in the day, the appalling roar of the vast mass of falling waters stuns the senses. The solid rock reels beneath the shock of such mighty hydraulic hammers, while the flashing flakes of foam and spray float upward, and seem to blot out the very stars in heaven. When the moon's silvery, uncertain rays stream on the tossing waters, the "White Rose of the St. Maurice" presents a vision so exquisite as to be almost ethereal, and admiration is lost in a feeling akin to reverence.

To avoid the damage that would be occasioned to logs if they were allowed to go over the falls, a large slanting trough, four hundred and fifty feet long, with a total drop of one hundred and forty feet, is used to convey a stream of water from the upper to the lower levels, and down this stream the logs go, singly, in regiments, in hundreds of thousands, every season. At the foot of the slide there is built a promenade platform, provided with seats, and commanding a view of the entire gorge, where one can sit watching

In the Gorge.

the continuous stream of logs dashing down the steep incline (almost too quickly for the eye to follow) and diving into the deep waters of the gorge.

Two falls of less size, but of hardly less beauty than Shawinigan Falls, may be reached from the town, the one after a ten-minute's walk, the other after half-an-hour's walk through leafy lanes or across grassy fields. The first—the Cascades of the Shawinigan river—is a veritable scenic gem, a silver white ribbon streaming downward over a rocky cliff, one hundred and seventy-nine feet high, guarded on both sides by sentinel lines of stately pines and modest cedars. The second—Drew's Falls—is almost as beautiful, the down-coursing water pouring over stony ledges forty feet high, drenching the high banks with foam, and giving forth a roar that is echoed and re-echoed from the lonely granite cliffs that wall in the stream. It would, indeed, be difficult to find any other place in the world where three such grand waterfalls may be seen in such close proximity to the conveniences of a first-rate town and hotels. Opportunities for recreation are numerous: a steamer makes regular and excursion trips daily; canoeing and boating is very good on the quiet waters of the upper bay; and there is splendid bathing on the long stretches of sandy beach, the outlying sand-bars making it perfectly safe. Good fishing is obtainable in many of the near-by streams; and tennis and croquet grounds, are within easy reach of the leading hotel and the town.



The Cascade Inn is one of the prettiest hotels in Canada, as the illustration will prove, and in every way forms a striking contrast to the average hotel outside the large cities. It is situated on the highest hill in the town, at a distance of but five hundred feet from the railway station, and is surrounded by an ample piece of level ground. From its wide piazzas, there is a magnificent view of hills, forest and river, the clear waters of the St. Maurice (the shores of the bay being within a few minute's walk) forming the immediate foreground; whilst further back, on every side, are the beautifully-wooded hills, with their restful and yet exhilarating charm — so peculiarly characteristic of the Laurentian district. The interior of the hotel is very artistically decorated, and furnished almost extravagantly; and it is safe to say, that if Montrealers but realized the attractions of the surroundings, not one of its fifty rooms would ever be vacant.

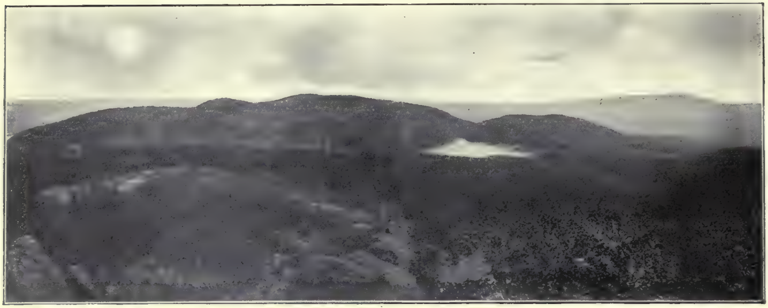
CHAPTER XII.

THE SOUTHERN VICINITY OF MONTREAL

BELŒIL AND ST. HILAIRE are twenty-two and twenty-five miles, respectively, from Montreal, per Grand Trunk Railway, both nestling at the foot of the mountain of the same name, which can be seen from the higher parts of Montreal on any clear day. This mountain is one of several peaks rising up from the plains in the south, the nearest being Mount St. Bruno, whilst the next, and by far the most prominent of them all, is Belœil.

The two villages lie on opposite sides of the Richelieu River, and a stop may be made either at Belœil station, on the north side of the river, or St. Hilaire on the south. The name of the mountain varies according to the side of the river one is on : the Belœil people always calling it Belœil, whilst the St. Hilaire folks insist that Mont St. Hilaire is its correct designation. Leaving the train at Belœil station, a very pleasantly situated hotel is to be noticed a few yards away, although the village itself stretches away down the river bank for a considerable distance. There are several pretty summer residences along the riverside road, and the village is connected

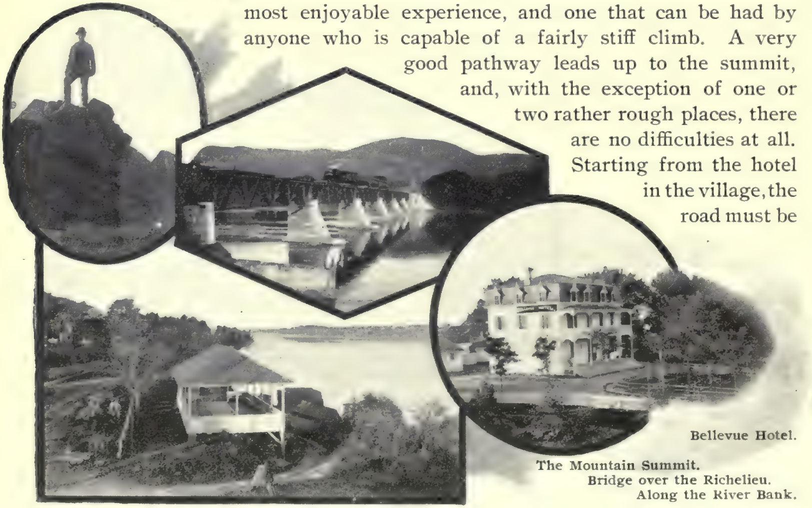
Mount Belœil.



View from the Summit of Belœil.

with St. Hilaire by two old-fashioned ferries. Crossing the river, there is passed on the way to St. Hilaire station the magnificent chateau of Colin Campbell, Esq., seigneur of St. Hilaire, which is beautifully situated on the bank of the river, with its frontage facing the huge mass of tree-girt rock that rises 1,400 feet almost within a stone's throw.

Crossing the track, a drive of a mile or two brings to view the village of St. Hilaire proper, which lies considerably above the river and somewhat towards the back of the mountain. There is a hotel and a number of boarding-houses, all of which are well patronized in the summer. The ascent of the mountain is a most enjoyable experience, and one that can be had by anyone who is capable of a fairly stiff climb. A very good pathway leads up to the summit, and, with the exception of one or two rather rough places, there are no difficulties at all. Starting from the hotel in the village, the road must be



Bellevue Hotel.

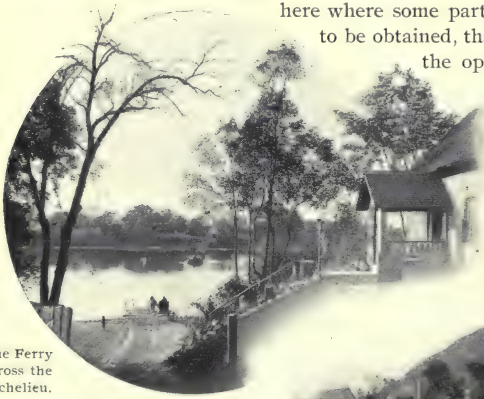
The Mountain Summit.
Bridge over the Richelieu.
Along the River Bank.

taken that runs up hill to the left, and followed until a mill shows on the right. Then bear to the left, and a little further on is a gateway leading to the lake and summit. This lake is supposed to have been the old crater in the days when Belœil was an active volcano.

The Lake in the Heart of the Mountain.

A refreshment house is open on the shore of the lake in summer, and boats are handy for a row. Lying as it does, in the very heart of the mountain, the absolute silence of the surroundings is remarkable and gives one a most peculiar sense of being out of place in such a tranquil spot. Leaving the lake on the right, preparation must be made for a long steady pull up-hill. Care should be taken not to wander from the path, as the bush is pretty thick all around and it is a rather awkward place in which to get lost. Towards the top, the path becomes considerably steeper and is somewhat rough in places; but all trouble is at an end when an opening in the trees suddenly reveals a large cluster of rocks. This is the summit, and the climb is well repaid by the marvellous view to be seen on every side. There lies the lake nestling in the heart of the mountain. There a spur of the mountain, covered with trees, rises up from the plain below —a sheer precipice of over one thousand feet. Looking to the north, Mount Royal can be seen rearing its head above the smoke and haze that tells of the toiling thousands in Montreal. The noble St. Lawrence is traced from Lake St. Francis to Lake St. Peter. The glitter of Lake Champlain shows to the south, with Rougemont and Mount Johnson appearing as mere mounds a mile or two away; whilst the background is formed of the mountains of New Hampshire and Vermont in one direction, and the Laurentian hills in the other. Directly below us, are villages and farms—just specks of white—with the Richelieu river appearing as a thin thread for miles and miles. Surely this were worth an hour's climb! There is but one defect in an otherwise perfect scene, and that is the hideous scar on the rock on which we stand and which spells the name of a vain-glorious French newspaper. Vain-glorious is used advisedly, for in several other places besides here where some particularly magnificent view is to be obtained, that same paper is evidently of the opinion that its own name is necessary to complete the effect! People desirous of making a stay in this locality, will find accommodation in the village, either at the hotel or the boarding-houses. Several other enjoyable trips can be made around, such as Rougemont, or St. Bruno Mountain, whilst the river offers many attractions in the way of boating.

Seigniory of Colin Campbell, Esq.

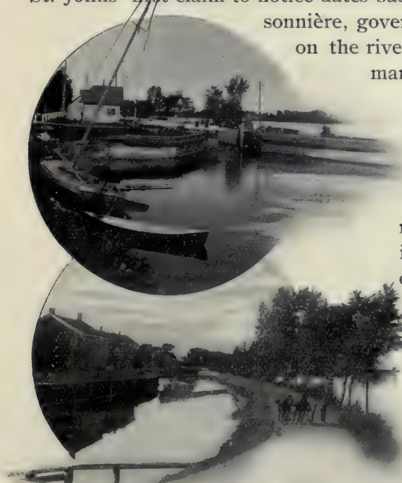


The Ferry across the Richelieu.

Belœil from the Ferry-boat.

A View of St. Johns in 1800.

St. Johns is a county town of considerable importance, lying on the banks of the Richelieu River, twenty-seven miles south-east of Montreal and twenty-one miles north of the United States frontier. No less than five railways run through the town—the Grand Trunk, the Canadian Pacific, the Rutland, the Central Vermont and the Delaware and Hudson. The population is over five thousand, and a large number of industries are located in the town, chief of which are the Corticelli Silk Company and four or five potteries (the only ones of their kind in the country). St. Johns' first claim to notice dates back to 1748, in which year M. de la Gallissonnière, governor of Canada, caused a fort to be built on the river bank. A chain of forts had existed for many years along the banks of the Richelieu, starting at Sorel and extending up as far as Lake Champlain. The Chambly fort is referred to a little later, and half way between there and St. Johns was another fort, built near the island of St. Thérèse, from which it took its name. In 1747, this fort was demolished and the material of which it was built was used in the construction of the fort of St. Jean. There is little more than the site now left—some grass-covered mounds in a railed-in enclosure near the barracks—for in 1776, when the Americans retired from Canada, they destroyed the fort, which they had captured the previous year after a forty-five days' siege. In 1770, when Vaudreuil was governor, the fort

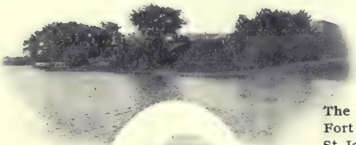


Some Views along the Banks of the Chambly Canal, near St. Johns.

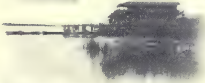
St. Johns, from Iberville.

was conceded to LeMoyne de Longueuil and added considerably to the already extensive barony of the Longueuil family.

At the beginning of the last century, St. Johns had a ship-building yard in which vessels were constructed for the war flotilla that cruised around Lake Champlain. It was also the arsenal; but its use in both these respects came to an end with the destruction of the flotilla by the Americans at Plattsburg in 1814. At that time "The Fort" comprised about twenty houses, the outlying parts being known as the town of Dorchester and containing some eighty buildings, the whole doing a large trade in timber. It was the only place of much consequence on the navigable waters stretching from Lake Champlain down to the rapids of St. Thérèse, and when the Chambly Canal was opened in 1843, giving a clear waterway past both the St. Thérèse and Chambly rapids, its situation at the head of the canal gave it still further importance. In 1848, it was made a municipality, finally becoming an incorporated town in 1868. It is now a well laid out town, with some first-rate hotels and stores, large barracks and military school, English church (1813), Catholic church, a



The Old Fort at St. Johns.

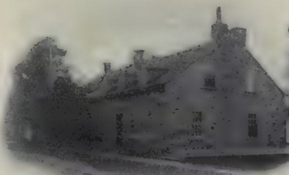


The Yacht Club.

The Main Street.

The Quaint Old Bridge, at Iberville.

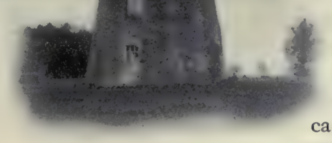
The Barracks.



Old French House at Iberville.

Iberville Church and Bridge.

Glen at Iberville.

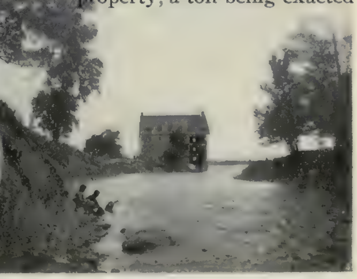


Ruins of Old Mill, Iberville.

convent under the Sisters of the Congrégation de Notre-Dame, and a hospital tended by the Grey Nuns.

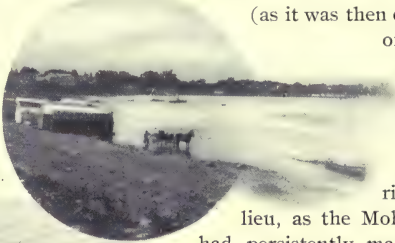
On the other side of the river, lies the village of Iberville, an extremely picturesque little place shaded with huge trees. The church has one of the most remarkable steeples to be seen in the country, causing one to wonder whether the architect was designing a church steeple or a Chinese pagoda. Following the road down the river, a charming little wooded glen is passed on the right, and in the fields about half a mile further is the ruin of an old mill partially destroyed by fire some years ago. The quaintly designed wooden bridge that spans the Richelieu between St. Johns and Iberville, was built in 1825 by the Honorable Robert Jones, and still remains private property, a toll being exacted from every passenger crossing. The riverside walks in both directions are pretty and interesting.

Fort at St. Valentin.



Ruins of Old Mill, near St. Thérèse.

CHAMBLY is reached by the Central Vermont Railway, from Bonaventure Station, being twenty-one miles distant from Montreal. The original settlement dates back to 1665, it being named after a French officer of that name who became military seigneur of the district around Fort St. Louis (as it was then called) on the disbandment of the troops after Tracy's expedition against the Mohawks. Fort St. Louis was one of a chain of forts built in order to station a French force to hold the river passage of the Richelieu, as the Mohawks and Oneida Indians had persistently made savage attacks on the colony of New France by way of Lake Champlain and that river, murdering and mutilating, then disappearing like ghosts back to their own settlements. Two other forts were erected about the same time, one at Sorel at the mouth of the river, and the other at St. Thérèse, a few miles above Chambly. Many a war expedition passed through this place during the incessant wars with the Indians in the seventeenth century, and it was a post of considerable strategical value. The Americans captured the village in 1775, and held it for a time. Later on, it became the great trade route to Lake Champlain and the New England States, and in 1831 a canal was constructed to avoid the rapids, running from the Basin to St. Johns and making the river navigable for its entire length.


The Shores of the Richelieu River at Chambly Basin.

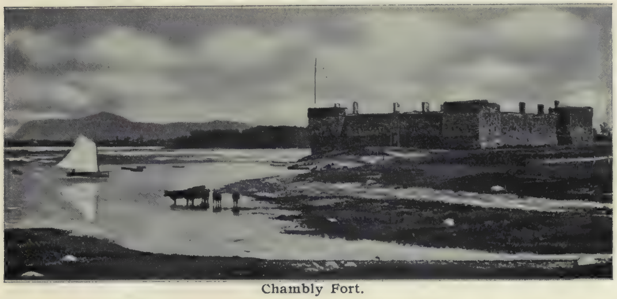
The Electricity Transmission Line to Montreal.

Richelieu River and Power-House.

The Highway Bridge.

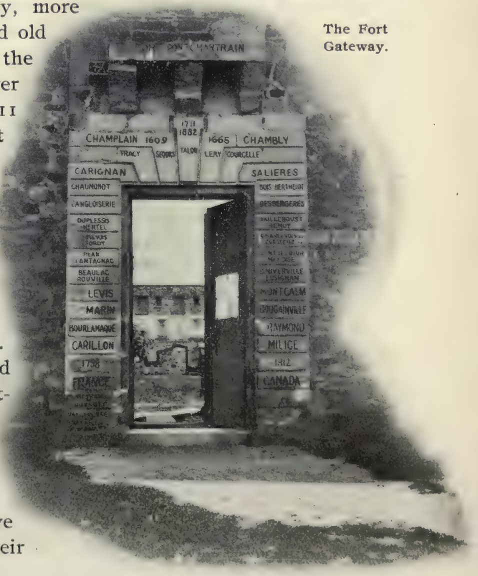
A delightful route to Chambly is to take the Richelieu and Ontario Navigation Company's boat of the same name from Montreal, down the St. Lawrence to Sorel, passing Longue-Pointe, Bout-de-l'Ile on the one hand, and Longueuil, Boucherville and Verchères on the other, thence up the Richelieu, past farm and manor houses, remains of ancient battlements, and the quaint little villages with their immense churches, mostly placed so that the churches are opposite each other all along the river banks.

Three distinct villages now surround the site of the original settlement by Chambly: Richelieu on the east side of the river, Chambly Canton on the west side, and Chambly Basin on the shore below the rapids. The rapids now no longer exist, as a huge dam is built across the river, with a wing dam leading the water to a power house built out at right angles to the course of the stream, in which there is developed some twenty-three thousand electrical horse-power for transmission to Montreal.



Chambly Fort.

Although the electrical power station is the great modern feature of Chambly, the visitor will be, probably, more interested in the ruins of the celebrated old fort situated at the foot of the rapids on the opposite side of the river to the power house. The fort was first erected in 1711 and burnt 1776; but the following year it was rebuilt and the massive walls and gateway still remain in perfect condition. The interior contains the remains of the little chapel and is well worthy of a visit. The gateway is particularly worthy of notice, being covered with names (carved in the stone) of men who have been celebrated in Canadian history.



The Fort Gateway.

The villages of Chambly Canton and Chambly Basin have a number of attractive spots, and there are many ancient houses still standing to recall the olden days of strife and savagery. The barges continually passing up and down the canal, make pretty pictures as they move slowly through the water, and, with their

Summer Residence of W. R. Wonham, Esq., at Richelieu.

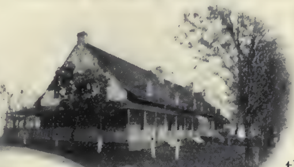
huge queer-shaped sails, are in striking contrast to the sprightly little yachts that go skimming over the broad expanse of the river below the rapids. All sorts of boats can be had for hire, and there is splendid bathing from the beach at the Basin. A fine bridge connects Chambly with Richelieu, the latter place being a long straggling village extending down past the power station. It contains some very pretty summer cottages and a fine church for such a small place. The illustration shows the summer residence of W. R. Wonham, Esq., of Montreal, an ideal country home with an exquisite view of the river from across a well-tended garden. A charming walk up the river bank, brings one to the rapids of St. Thérèse, where the Montreal Light, Heat and Power Company are developing an additional six thousand electrical horse power for transmission to Montreal.

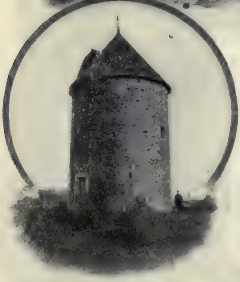
Yet, what a sense of incongruity there is. On one side of the river — the power house, containing the latest outcome of twentieth century science in the shape of the huge generators ; on the opposite side of the river—the old fort, with its memories of warfare and heroism, and the romance of the early colonization when Frenchman fought Indian for the possession of the fair country we see everywhere around us. It makes one almost wish that places with such historical recollections as Chambly, might be for ever preserved from the relentless march of progress, so as to serve future generations as realistic and permanent pictures of the early history of the country which is now every year rapidly losing its old historic landmarks.

River-side Road at Richelieu.

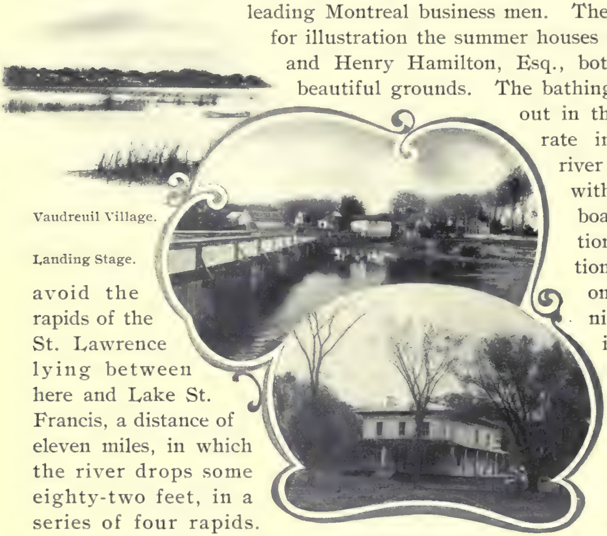
VAUDREUIL is a straggling village twenty-four miles from Montreal, lying on the banks of the Ottawa River a mile or two above where it joins the St. Lawrence. The Grand Trunk Railway gives a splendid service of trains between here and the city, or the Canadian Pacific Railway may be taken from the Windsor Street Depot.

The Old Hudson Bay Post.
One of the Charming Islands.
View from the Railway Bridge.
The Old Mill.
A Corner of the River.



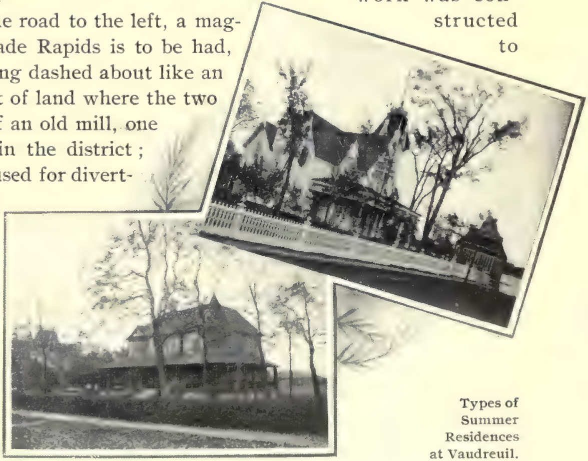


The Ottawa River, just before joining the St. Lawrence, is divided into two streams by a fair-sized island, known as Isle Perrot, the eastern shores of which face St. Anne de Bellevue. Vaudreuil is situated on the west shore of the western branch, and is in view of some of the loveliest river scenery in Canada. The village proper lies about one and a half miles away from the railway, but there has sprung up a residential quarter within a few minutes' walk of the station that plainly proves the love for a country home on the part of Montreal's citizens. The river is not very deep, but is of considerable width and dotted with the most charming islands, whilst its shores are beautifully wooded. Just outside the station will be noticed one of the quaint old windmills, so characteristic of the early French settlers, but now so rarely to be found standing. It dates back to 1787. But a few steps away, down towards the river, stands a perfect specimen of an early Hudson Bay trading post. This picturesque old building is now divided up into summer apartments, but over two of the doorways, stones have the inscription "*A Dieu la gloire*" and the dates 1798 and 1805. The original heavy iron shutters for the windows still remain and bear silent testimony to the stirring times when the traders knew not when to expect an attack by the Indians, and when incessant watchfulness was their only safeguard. The village proper has a delightfully sleepy, lazy, old-world appearance. A fine stone house in extensive grounds, at one time the old seigneurial chateau, lies a little back from the main street. Along the river, nearer the station, are to be seen the lovely summer residences of leading Montreal business men. There have been chosen for illustration the summer houses of Alderman Sadler and Henry Hamilton, Esq., both fine houses with beautiful grounds. The bathing huts erected right out in the river, are a first-rate institution, and the river in summer is gay with bathers, canoes and boats of every description. Nor must mention of Pine Island be omitted, a popular picnic ground. Following the river down towards its junction with the St. Lawrence, the beginning of the Soulanges Canal comes to view. This magnificent engineering work was constructed to avoid the rapids of the St. Lawrence lying between here and Lake St. Francis, a distance of eleven miles, in which the river drops some eighty-two feet, in a series of four rapids. By crossing the bridge over the canal and following the road to the left, a magnificent view of the Cascade Rapids is to be had, the waters of the river being dashed about like an angry sea. Near the point of land where the two rivers meet, is the ruin of an old mill, one of the earliest buildings in the district; and the narrow rock cut, used for diverting the water to the mill wheel, is still to be seen. Vaudreuil has the best train service to and from this city, of any summer resort near Montreal, and is deservedly growing more and more popular every year. There are plenty of hotels and boarding houses to supply

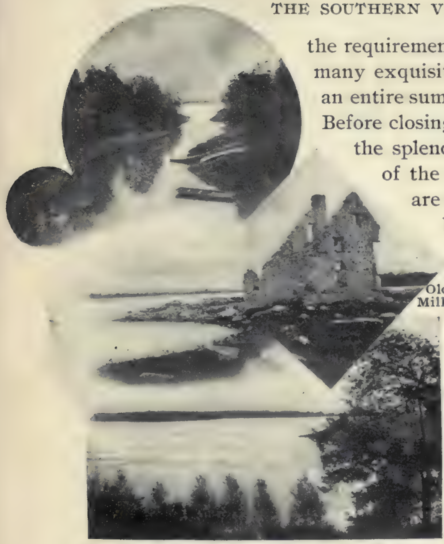

Vaudreuil Village.

Landing Stage.

Old Manor House.

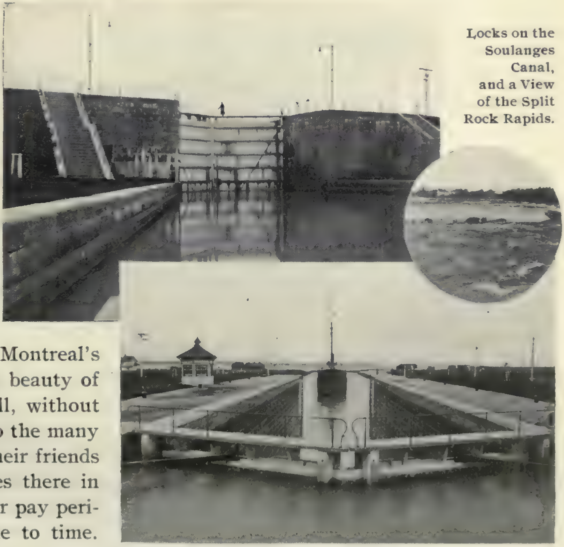

Types of Summer Residences at Vaudreuil.

the requirements of visitors, and the Ottawa River has so many exquisite nooks and corners along its shores that an entire summer could be well spent in exploring them. Before closing this description, mention must be made of the splendid duck shooting in the fall. The shores of the Ottawa, thick with reeds in many places, are the haunts of wild duck in enormous numbers, and the busy man who appreciates half a day's shooting can get it here with a minimum of expense, both as to time and money, the half dozen "snap-shots" on page 96 showing very realistically the enjoyment afforded by this sport. Doré and maskinongé are to be found in the river, and fishing generally is both good and varied.


Old Mill.

Rivulet near Vaudreuil. Cascade Rapids.

Vaudreuil is the last summer resort to be mentioned in this book, although two pages will be found overleaf on the bustling little town of Valleyfield. There is necessarily a limit to everything, and the few places illustrated in the present and preceding chapters have been chosen more or less at random from a number of places that might equally well have been included. These chosen, however, will well serve the purpose of demonstrating Montreal's advantages as regards beauty of environments, and will, without doubt, be of interest to the many Montreal people and their friends who make their homes there in the summer months, or pay periodical visits from time to time.

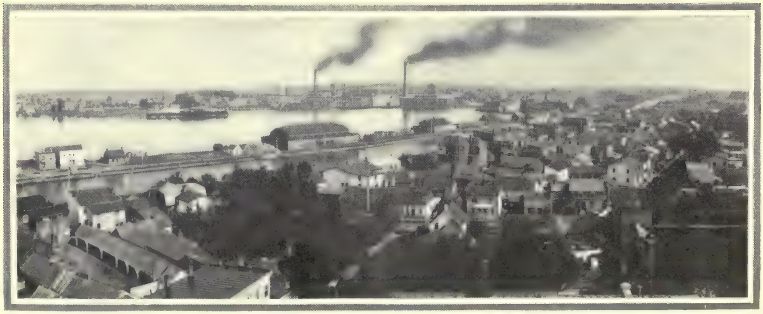

Locks on the Soulanges Canal, and a View of the Split Rock Rapids.

View on Canal, Valleyfield.

VALLEYFIELD lies on the south side of the St. Lawrence river, some forty-four miles from Montreal, and is reached via the Grand Trunk as far as Coteau, thence by the Canada Atlantic Railway, the trains making close connection. The town was brought very much to the fore a year or two ago, owing to the cotton strike and the subsequent calling out of the military. A visit now, however, will only show prosperity, progress and contentment, and a glance round such a bustling little city will prove of interest. The town is built on the south-east corner of Lake St. Francis, just above the point where the St. Lawrence river narrows before dropping some eighty-two feet in a series of four rapids (eleven miles in length) into Lake St. Louis. From the corner of this bay, a small stream had an outlet joining the main river some miles lower down. This natural formation drew attention to the possibilities of developing a large water power by means of the different levels of the St. Lawrence, and the Montreal Cotton Company came along to use it. One

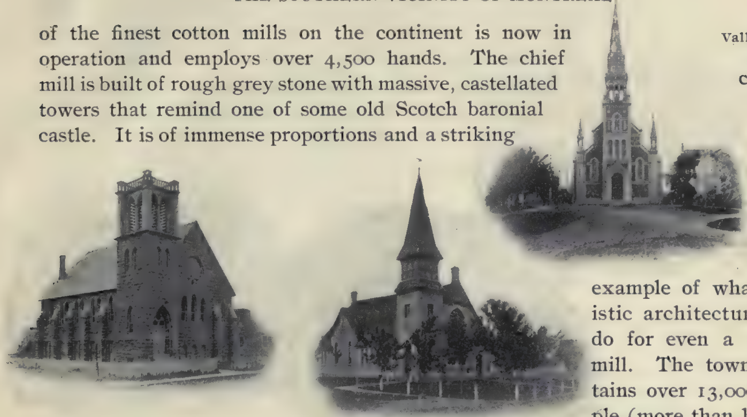
Market Place.

Cottages at Valleyfield.

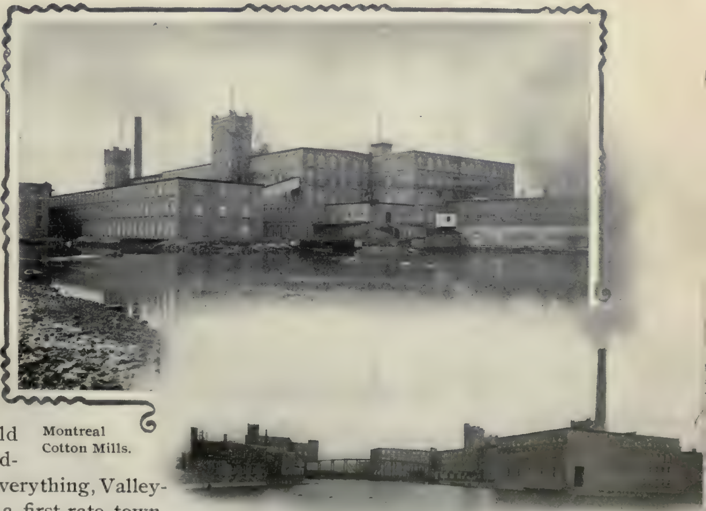


General View of Valleyfield.

of the finest cotton mills on the continent is now in operation and employs over 4,500 hands. The chief mill is built of rough grey stone with massive, castellated towers that remind one of some old Scotch baronial castle. It is of immense proportions and a striking example of what artistic architecture can do for even a cotton mill. The town contains over 13,000 people (more than half of whom are French), and is decidedly a rising place. The Beauharnois canal (cut to avoid the rapids) runs from here to the village of the same name eleven miles down, but most of the boats now use the Soulanges canal cut on the north side of the St. Lawrence. A very pleasant drive or walk brings one to the first rapids, known as Coteau Rapids, which are very swift, and were the scene in 1759 of the loss of a detachment of men during General Amherst's advance on Montreal. Below these are the Cedar Rapids, the Split Rock Rapids and the Cascade Rapids, in order mentioned. A splendid bridge (one and a half miles long) connects Valleyfield with Coteau Landing, and, taking everything, Valleyfield is certainly a first-rate town.



Valleyfield's Three Churches.



Montreal Cotton Mills.

Amidst the Laurentians

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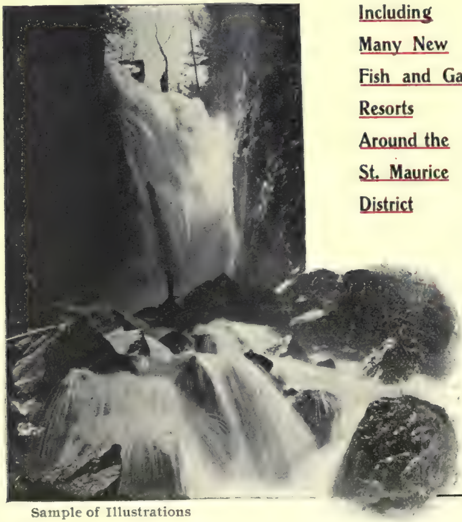

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